

EXHIBIT A

UNITED STATES DISTRICT COURT

NORTHERN DISTRICT OF CALIFORNIA

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Dev Anand Oman, Todd Eichmann,)
 and Michael Lehr, individually,)
 on behalf of others similarly)
 situated, and on behalf of the)
 general public,) Case No.
) 3:15-cv-00131-
 Plaintiffs,) WHO
)
 vs.)
)
 Delta Air Lines, Inc.,)
)
 Defendant.)

DEPOSITION OF DEV ANAND OMAN

JULY 22, 2015

BALINDA DUNLAP, CSR No. 10710
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19 WEDNESDAY, JULY 22, 2015
20 VIDEOTAPED DEPOSITION OF DEV ANAND OMAN
21 -----o0o-----
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23
24
25 REPORTER: BALINDA DUNLAP, CSR 10710, RPR, CRR, RMR

1 A P P E A R A N C E S
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Sheandra R. Clark, Delta Air Lines, Inc.

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1 SAN FRANCISCO, CALIFORNIA, JULY 22, 2015

2 ---oo---

3 BE IT REMEMBERED that on Wednesday, the
4 22nd day of July 2015, commencing at the hour of
5 9:07 a.m. thereof, at One Market, Spear Street
6 Tower, 28th Floor, San Francisco, California,
7 before me, Balinda Dunlap, a Certified Shorthand
8 Reporter in and for the County of San Francisco,
9 State of California, personally appeared:

09:07 10 THE VIDEOGRAPHER: Good morning. My name
11 is Michael Barber. I am a videographer associated
12 with Barkley Court Reporters, located at 201
13 California Street, Suite 375, San Francisco,
14 California 94111.

09:07 15 The date is July 22nd, 2015. The time is
16 9:07 a.m.

17 This deposition is taking place at Morgan,
18 Lewis & Bockius in San Francisco, California, in
19 the matter of Dev Anand Oman, et al., versus Delta
09:07 20 Air Lines in the U.S. District Court, Northern
21 District of California, Case No. 3:15-cv-00131.

22 This is the videotaped deposition of Dev
23 Anand Oman, being taken on behalf of the defense.

24 Counsel, would you please identify
09:08 25 yourselves for the record and state whom you

1 represent.

2 MR. HENDRICKS: RJ Hendricks with Morgan,
3 Lewis & Bockius on behalf of the defendant.

4 MR. FREDERICK: Andrew Frederick with
09:08 5 Morgan, Lewis & Bockius on behalf of the defendant.

6 MR. HELLAND: Matthew Helland of Nichols
7 Kaster on behalf of the plaintiffs.

8 Daniel Brome of my firm will be joining us
9 also. He's stepped out momentarily, but he'll be
09:08 10 joining us.

11 THE VIDEOGRAPHER: Thank you.

12 Would the court reporter please swear in
13 the witness.

14 DEV ANAND OMAN

09:08 15 called as a witness by the Defense, having
16 been sworn to tell the truth, the whole truth, and
17 nothing but the truth, was examined and testified as
18 follows:

19 ---o0o---

09:08 20 EXAMINATION BY MR. HENDRICKS

21 Q. Mr. Oman, let me introduce myself again.
22 My name is RJ Hendricks. I am a partner with
23 Morgan, Lewis & Bockius. We represent Delta in
24 connection with this matter.

09:08 25 I am going to be asking you some questions

1 concerning the lawsuit that you filed, but before I
2 do so, I am going to give you some instructions
3 with respect to how a deposition proceeds.

4 First, the oath that you were just given
09:09 5 is the same oath that you would be given in a court
6 of law.

7 Do you understand this?

8 A. Yes, sir.

9 Q. As a result of taking the oath, you are
09:09 10 therefore obligated to provide truthful and
11 complete responses to my questions.

12 Do you understand this?

13 A. Yes.

14 Q. It is our intent to use the information we
09:09 15 obtain in this deposition in the defense of the
16 claims that you brought, so it is very important
17 that you provide your best testimony today.

18 Do you understand this?

19 A. Yes.

20 Q. If at any point you feel that you are
21 unable to provide your best testimony, will you let
22 me know that?

23 A. Will do.

24 Q. Have you consumed any medications in the
09:09 25 last 48 hours that you believe would impact your

1 Q. And have you held any other positions
2 other than flight attendant when working for Delta?

3 A. No.

4 Q. Did you ever serve as a lead flight
09:20 5 attendant, a purser?

6 A. Lead flight attendant.

7 Q. Okay. That's basically the same position,
8 right, except there might be a few additional
9 duties; is that correct?

09:20 10 A. Yes, you are in charge of the flight.

11 Q. Now, in preparation for your deposition,
12 did you review any documents?

13 A. No.

14 Q. Did you speak with any either current or
09:21 15 former Delta employees in preparation for your
16 deposition?

17 A. No.

18 Q. Did you -- without getting into any
19 communications, did you meet with your counsel in
09:22 20 preparation for your deposition?

21 A. You're asking if I met with my lawyers?

22 Q. Yes.

23 A. Yeah.

24 Q. Okay. And in -- when did you meet with
09:22 25 your lawyers to prepare for the deposition?

1 way; is that correct?

2 A. Yes.

3 Q. And why were you contending that it was
4 wrongful, in what way?

09:52 5 A. Because I was denied the right to go see
6 my doctor and denied the right to have medical
7 treatment.

8 Q. Okay. So this was related to some sort of
9 disability claim; is that correct?

09:52 10 A. Yes.

11 Q. Okay. Why did you file that claim in New
12 York?

13 A. Because that's where I thought, you know,
14 I mean, I should file it.

09:52 15 Q. Because that's where you worked, correct?

16 A. Yes.

17 Q. And that's where you lived, correct?

18 A. Yes.

19 Q. Okay. In connection with filing that
09:52 20 complaint, did you have any assistance with
21 anyone -- from anyone?

22 A. No.

23 Q. And then you claim that at some point you
24 withdrew the claim; is that right?

09:52 25 A. That's correct.

1 A. Right, the policies and the work rules,
2 yeah, yes.

3 Q. You did produce the work rules, correct?

4 A. Yes.

10:11 5 Q. And you understood that as a Delta flight
6 attendant, at least during the period that you were
7 subject to the work rules before that -- after that
8 time that you made the transition from Northwest
9 rules to the Delta rules, you were subject to the
10:12 10 work rules, correct?

11 A. Yes.

12 Q. Let me withdraw that question. That got a
13 little bit convoluted, even for me. So let me try
14 that one more time.

10:12 15 You testified that there was a period of
16 time after the Northwest merger that you were still
17 operating under Northwest rules as a flight
18 attendant, correct?

19 A. That's correct.

10:12 20 Q. And that at some later point you began
21 operating under Delta's work rules as a flight
22 attendant, correct?

23 A. Yes.

24 Q. During that period that you were operating
10:12 25 under Delta's work rules, you understood that those

1 were the rules that would govern how you were paid
2 as a flight attendant; is that correct?

3 A. Yes.

4 Q. And just so we are clear here, going back
10:13 5 to Exhibit No. 1, this is your complaint in this
6 case, in the complaint you make reference to work
7 rules that -- you raise concerns regarding Delta's
8 work rules, correct?

9 A. Yes.

10 Q. Now, if you draw your attention to Page 3
11 of the complaint, Paragraph 13, it says:

12 "Defendant's pay structures are set
13 out in defendant's work rules, and
14 defendant admits that it applies these
10:14 15 rules when paying its flight
16 attendants, including plaintiff."

17 Do you see that?

18 A. Yes.

19 Q. Do you see that there's a footnote there,
10:14 20 Footnote 1, right?

21 A. Uh-huh.

22 Q. Is that a "yes"?

23 A. Hold on a second. Footnote at the --

24 Q. Paragraph, Paragraph 12, which appears on
10:14 25 Line 2.

1 or, you know, persons in charge.

2 Q. Okay. So my question -- but the answer to
3 my question is: Correct, you didn't directly --

4 A. No.

10:17 5 Q. -- make any such complaint --

6 A. No.

7 Q. -- correct?

8 A. Yeah, that's correct.

9 Q. Okay. The first time that you raised a
10:18 10 complaint regarding Delta's pay practices relative
11 to you as a flight attendant was after your
12 termination from Delta; isn't that right?

13 A. Yes.

14 Q. Okay. And I want to talk to you about
10:18 15 that.

16 You were terminated from Delta in 2014; is
17 that right?

18 A. Yes.

19 Q. And do you recall the month?

10:18 20 A. September.

21 Q. September 2014.

22 And were you upset by your termination?

23 A. No.

24 Q. Mr. Oman, you filed a complaint with the
10:18 25 New York Human Rights Division claiming that Delta

1 for Delta?

2 A. A rotation can be one day. A rotation can
3 be two days in terms of the trips.

4 Q. And a rotation can cover --

11:19 5 A. Several legs.

6 Q. Several legs, correct?

7 A. That's correct.

8 Q. Okay. And the legs within a particular
9 rotation can vary?

11:19 10 A. That's correct.

11 Q. And isn't it true, sir, that when you were
12 a flight attendant for Delta, you would bid for
13 various rotations?

14 A. I don't bid rotations.

11:19 15 Q. Did you ever bid rotations?

16 A. No. Days off.

17 Q. Oh, you would bid days off?

18 A. That's correct.

19 Q. Okay. So with respect to a particular
11:20 20 rotation when you were a flight attendant, how did
21 you specifically get a particular rotation?

22 A. Whatever the computers generate, that's
23 what I get. It is not that I requested it. That's
24 what the computers generate.

11:20 25 Q. Okay. And are you -- when working at

1 Delta, were you able to shift, swap bids with other
2 people?

3 A. Yeah, sometimes.

4 Q. So one way that you could get a particular
11:20 5 rotation is by being, as you put it, assigned by
6 the company?

7 A. Yes.

8 Q. Okay. Another way is that you could swap
9 a rotation or a flight with another flight
11:20 10 attendant; is that correct?

11 A. Yes, someone who does not want their trip
12 and you can take it, yes.

13 Q. Okay. And were there any other
14 circumstances where you could go about selecting
11:20 15 which rotations that you would fly?

16 A. There were options, but I was not able to
17 benefit from them because of my seniority.

18 Q. So there were some flight attendants that
19 could bid for rotations?

11:20 20 A. Yes.

21 Q. And so the reason you were unable to,
22 quote/unquote, bid for a rotation is because your
23 seniority was so low?

24 A. That's correct.

11:21 25 Q. All right. Okay. Now, each rotation has

1 Q. Okay. So let's walk through this for a
2 moment.

3 At Delta, when working as a flight
4 attendant, your duty period begins at the point
11:23 5 where you are expected to sign in, indicating your
6 availability for work, correct?

7 A. Yes.

8 Q. Okay. And you sign in through a computer
9 system; is that right?

11:23 10 A. Yes.

11 Q. Okay. And then you will take a flight,
12 which is one leg of a trip, correct?

13 A. Yeah.

14 Q. And assume for the moment that that flight
11:24 15 was the last flight on a day --

16 A. Uh-huh.

17 Q. -- for you as a flight attendant.

18 Fifteen minutes after your block-in, where
19 the flight has landed and the wheels are blocked
11:24 20 in, that would end your duty period for the day,
21 correct?

22 A. Yes.

23 Q. Okay. And then if you had a flight the
24 next day, your duty period would begin at some
11:24 25 point prior to the block-out period for the flight,

1 2011, and that constitutes several pages. It is
2 the next five pages or so. And we can just start
3 with the remainder on Page DELTA 7088.

4 Looking at that page for 2011, from
11:27 5 January 2nd, 2011, up through the last entry for
6 March 6, 2011, on that page, can you highlight,
7 please, any of those flights that involve you
8 either departing from California or landing in
9 California?

11:28 10 MR. HELLAND: And Counsel, we will
11 stipulate that the records are accurate. It is
12 your prerogative if you want to go through this
13 exercise, but to save time, we will stipulate that
14 the records are accurate and they show what they
11:28 15 show.

16 MR. HENDRICKS: Well, I will accept that
17 stipulation, but just as a -- I want to make sure
18 that we are all on the same page with the witness,
19 because he made a comment about him having a large
11:28 20 number of flights into California.

21 And I wanted to see if this refreshes his
22 recollection that the actual number of flights that
23 he had relative to total flights taken was rather
24 small.

11:28 25 Q. So, sir, on this first page, again, DELTA

1 7088, do you see any flights involving you either
2 departing from or landing in California?

3 A. No.

4 O. Was that no?

11:28 5 A. No.

6 O. Okay. Let's go to the second page, then.

7 This is DELTA 007089, and the first rotation here
8 is -- it is a continuation of the past rotation for
9 March 6, 2011, and it goes through May 1st, 2011.

11:29 10 As to this page, can you -- do you see any
11 flights involving you either departing from
12 California or landing in California?

13 A. No.

14 O. Okay. Let's go to the next page. This is
15 DELTA 007090. This date range is May 4th, 2011,
16 through July 6, 2011.

17 Are there any flights reflected in this
18 record wherein you either departed from or landed
19 in California?

11:30 20 A. No.

21 O. Okay. Let's go to the next page. This is
22 DELTA 007091. The first date is July 6, 2011, and
23 it goes through September 29th, 2011.

24 Now, as to this chart, can you identify
25 for me any flights where you either left from or

1 landed in California?

2 A. You have two there on the -- on 9/22.

3 Q. Okay. So on 9/22, you are looking at

4 Rotation No. -- as a part of Rotation No. 3794,

11:30 5 correct?

6 A. That's correct.

7 Q. There's a flight that leaves from -- is

8 that Salt Lake City?

9 A. Salt Lake City to LAX.

11:31 10 Q. LAX. And then LAX to where?

11 A. To Minneapolis.

12 Q. Minneapolis, okay. Other than that

13 particular sequence, are there any other flights

14 listed on this page, DELTA 007091, indicating that

11:31 15 you had any flight into or out of a California

16 airport?

17 A. No.

18 Q. Okay. Let's go to the next page. This is

19 DELTA 007092. The top date is September 27, 2011,

11:31 20 for Rotation 3791, and the last date is January

21 1st, 2012, for Rotation No. 3895.

22 As to this page, can you identify for me

23 any flights in which you either took off from or

24 landed in a California airport?

11:32 25 A. You have two there on 11/23.

1 O. Okay. This is in connection with Rotation
2 30018, correct?

3 A. That's correct.

4 O. Okay. Are there any others than those two
11:32 on this page?

6 I'm just going to -- everything is in the
7 record, so --

8 MR. HELLAND: The witness has a question
9 as to an airport code.

10 O. BY MR. HENDRICKS: I want to draw your
11 attention to December 10th, 2011, with respect to
12 Rotation 4296.

13 Do you see there a flight indicating that
14 you flew from Atlanta to San Diego and then San
11:33 Diego to JFK?

16 A. December 2 -- 10th, yes.

17 O. Okay. So is this another sequence --

18 A. Yes.

19 O. -- that involves a California airport?

11:33 A. Yes.

21 O. Okay. So on this page there are basically
22 two sequences, one on 11/23/2011 and then another
23 on December 10th, 2011; is that correct?

24 A. Yes, that's correct.

11:33 O. Okay. But the other flights that are

1 contained on this page, they don't involve you
2 either coming into or leaving out of a California
3 airport, correct?

4 A. 11/23, which is Detroit, LAX, and LAX to
11:34 5 Memphis.

6 O. Where are you looking at? 11 what?

7 A. I am looking at Exhibit 7092.

8 O. Okay.

9 A. Date 11/23/2011, Rotation 30018.

11:34 10 O. Correct, correct. We have discussed those
11 two?

12 A. Right.

13 O. We have discussed the DTW to LAX and LAX
14 to Memphis?

11:34 15 A. To Memphis, that's correct.

16 O. Okay. That's one sequence, and then the
17 next sequence is the one --

18 A. 12/10.

19 O. It is important you let me finish,
11:34 20 Mr. Oman. I know that it is not always the easiest
21 thing to do, but we will have a choppy record if
22 you don't let me do that, okay?

23 Do you understand?

24 A. Yes.

11:34 25 O. Okay. So there are basically two

1 sequences here, for a total of four flights; is
2 that correct?

3 A. Yes.

4 Q. Okay. Let's go to the next page. This is
11:34 5 DELTA 007093. The first date -- rotation date is
6 January 1st, 2012. Rotation number is 3895, and it
7 goes through April 7th, 2012, Rotation No. 3551.

8 During this period of time, sir, do you
9 see any flights here pertaining to you either
11:35 10 leaving from a California airport or flying into a
11 California airport?

12 A. No.

13 Q. Okay. Let's go to the next page. This is
14 DELTA 007094.

11:35 15 This is rotation date -- and you have
16 highlighted the ones that you have identified as
17 being California, correct?

18 A. That's correct.

19 Q. Okay. Good. So let's go to rotation date
11:35 20 April 7, 2012, Rotation No. 3551.

21 On this page are there any flights
22 involving a California airport?

23 A. No.

24 Q. Let's go to the next page, DELTA 007066.
11:36 25 This period covers May 19, 2012, Rotation No. 3607,

1 and it goes on to October 7, 2012, Rotation No.
2 3014.

3 Do you see that?

4 A. Yes.

11:36 5 Q. Okay. Now, just out of foundation, you
6 note that there is an additional column starting
7 with this part of the chart, and that column has a
8 line called "Status." It is right in between the
9 rotation date and the rotation number.

11:36 10 Do you see that?

11 A. Yes.

12 Q. Okay. And starting with July 4th, 2012,
13 for example, in there there's three letters, "SWP."

14 Do you see that?

11:37 15 A. That's correct, yes.

16 Q. Do you know what those letters stand for?

17 A. It is a swap trip.

18 Q. Swap trip. And a swap trip is what,
19 exactly?

11:37 20 A. Like when you have a trip and I have a
21 trip, you don't want to work yours, I don't want to
22 work mine, we swap.

23 Q. Okay. So this is -- this -- at least this
24 notation indicates that there was a voluntary
11:37 25 change of your schedule?

1 A. That's correct.

2 Q. Okay. And what does "ADV" stand for, do
3 you know?

4 A. Good question.

11:37 5 Q. You don't know?

6 A. No.

7 Q. Okay. Okay. So looking at this page,
8 this is DELTA 007066, are there any trips here that
9 involve California airports?

11:37 10 A. Yes.

11 Q. Okay. Can you identify them all?

12 A. On 5/19/2012, Rotation 3607. And there is
13 8/19/2012, you have Rotation 3636. And those are
14 from JFK to LAX, LAX to Minneapolis, Minneapolis to
11:38 15 SFO, SFO back to JFK.

16 Q. Okay. Other than these sequences that you
17 have identified, any other on this page involving a
18 California airport?

19 A. No.

11:38 20 Q. So the first event you identified on May
21 19th, 2012, that was from JFK to LAX and then the
22 next day you returned from LAX to JFK; is that
23 correct?

24 A. Yes.

11:38 25 Q. The second sequence you identified

1 involves, on August 19, 2012, a flight from JFK to
2 LAX, correct?

3 A. Yes.

4 Q. And then on that same day you flew from
11:38 LAX to MSP; is that correct?

6 A. Yes.

7 Q. And where's MSP?

8 A. Minneapolis.

9 Q. Okay. You -- the following day you flew
11:39 from Minneapolis to SFO, correct?

11 A. Yes.

12 Q. And then on that same day you flew from
13 SFO back to JFK; is that correct?

14 A. Yes.

11:39 15 Q. And other than those two sequences that we
16 have identified, the other flights don't involve
17 California, correct?

18 A. No.

19 Q. Okay. No what?

11:39 20 A. No, it doesn't.

21 Q. Okay. Let's go to the next page, please.

22 This next page is Bates labeled DELTA 007067. The
23 first rotation date listed is 10/7/2012, regarding
24 Rotation No. 3014, and the last one is March 10th,
11:39 25 2013, for Rotation No. 5617.

1 Now, during this period of time, are there
2 any flights listed on this page that involved
3 California airports?

4 A. No.

11:40 5 Q. Okay. Let's go to the next page. This is
6 DELTA 007068. It covers the period of time of
7 rotation date March 12th, 2013, with Rotation No.
8 1095 through May 25th, 2013, Rotation 1013.

9 On this page do you see any rotations that
10 involve a California airport?

11 A. There's -- on Rotation 5340 on 4/17/2013,
12 those are from LaGuardia, Minneapolis; Minneapolis,
13 Sacramento; Sacramento, Salt Lake; Salt Lake,
14 Sacramento; Sacramento --

11:41 15 (Clarification by the reporter.)

16 THE WITNESS: To -- LaGuardia to
17 Minneapolis, Minneapolis to Sacramento, Sacramento
18 to Salt Lake, Salt Lake to Sacramento, Sacramento
19 back to Salt Lake.

20 Q. BY MR. HENDRICKS: So just for the record,
21 the airport code of "SMF" stands for Sacramento
22 International Airport?

23 A. Yes, I think so.

24 Q. Okay. Other than this sequence involving
11:41 25 the Sacramento airport, are there any other

1 sequences on this plane, any other rotations on
2 this plane -- on this page that involve a
3 California airport?

4 A. No.

11:42 5 Q. Okay. Let's go to the next page. This is
6 Bates labeled DELTA 007070. The first entry on it
7 is dated September 7, 2013, and it -- as to
8 Rotation 1106, and it goes to date October 15,
9 2013, Rotation 0069.

11:42 10 Looking at this page, are there any
11 flights in this page pertaining to a California
12 airport?

13 A. You said 7069? I mean, yes, DELTA 7069
14 number, the page?

11:43 15 Q. The page is DELTA 007070. We have already
16 looked at 7069, sir.

17 A. Okay, sorry. No, there is not.

18 Q. Okay. Drawing your attention to -- well,
19 before we leave that page, at the top of the page,
11:44 20 under the "Status" column, it says: "ESCL."

21 Do you see that?

22 A. Yes.

23 Q. What does that stand for?

24 A. That's called escalation.

11:44 25 Q. And what is your understanding of that

1 term?

2 A. Escalation is when you're on the flight as
3 a regular flight attendant and you're escalated to
4 become the purser.

11:44 5 Q. Okay. And are there consequences, from a
6 pay standpoint, if you are acting as a purser, as
7 opposed to a regular flight attendant?

8 A. Yes.

9 Q. What are those consequences?

11:44 10 A. It's the responsibility and some more pay.

11 Q. The financial consequence is that you get
12 more pay; is that correct?

13 A. Right.

14 Q. And then you have additional
15 responsibilities?

16 A. Responsibilities.

17 Q. I am going to walk through those
18 responsibilities a little bit later, but I just
19 want to open that curtain now.

11:44 20 A. Okay.

21 Q. Now, at the bottom of this page, with
22 respect to the entry 10/15/2013, there is a --
23 under "Status" column, it is a P/U.

24 Do you see that?

11:45 25 A. Yes.

1 Q. Do you know what that --

2 A. It's called a pickup.

3 Q. And what is your understanding of a
4 pickup?

11:45 5 A. Pickup is when I -- I am home sitting down
6 and I would like to work, and I can pick up a trip,
7 as long as I'm legal for it.

8 Q. Okay. So basically you call in and say,
9 "I want to fly. I'm not scheduled to. If you need
11:45 10 me, let me know."

11 A. You don't call. It's just that it's on
12 the computer and you see the trip is available on
13 the open time or open board, and you can pick it
14 up.

11:45 15 Q. I see.

16 A. Okay.

17 Q. So this was a trip that you --

18 A. I volunteer myself.

19 Q. Volunteered for, okay.

11:45 20 A. Yes.

21 Q. And then the Rotation No. 0069, most of
22 these other rotations have had numbers, do you
23 know, is there any significance to the fact that
24 there's a 0 in front of this rotation?

11:45 25 A. Yeah, because it is called a 0 position.

1 O. And what does that mean, as far as you
2 know?

3 A. A O position is available when the company
4 puts it out, an additional person.

11:45 5 O. Do you know what causes that, is it
6 someone didn't show up, is it --

7 A. It's because of the load factor that
8 they -- that's booked on the flight, meaning if the
9 flight is booked for so many people, then you need
10 an additional staff, required by FAA.

11 O. I see. Okay. Okay. So let's go to the
12 next page, this is DELTA 007071. The first
13 rotation is -- listed here is October 15th, 2013,
14 and it goes all the way through January 22nd, 2014.

11:46 15 Again, can you look at this page and let
16 me know whether any flights listed here involve a
17 California airport?

18 A. On that page you have on Rotation 3728.

19 O. Okay. This would reflect that you flew in
20 on January 17th, 2014, from JFK to SFO, correct?

21 A. Yes.

22 O. And then on that same day you went from
23 Atlanta to JFK, correct?

24 A. Yes.

11:47 25 O. So that was a change in plane for you?

1 A. I think so. There was some -- some --
2 something in operational needs that caused that.

3 O. And then it says on the following day you
4 went from SFO to JFK.

11:47 5 Do you see that?

6 A. Yes.

7 O. How did that work? I'm -- so walk me
8 through this. How did you get from JFK back to
9 SFO?

11:48 10 MR. HELLAND: Counsel, they are listed in
11 the wrong order.

12 MR. HENDRICKS: Is that what's going on
13 here?

14 MR. HELLAND: Yeah, you look at leg
11:48 15 number, and JFK to SFO and Atlanta to JFK is
16 flipped.

17 THE WITNESS: Yeah.

18 MR. HENDRICKS: Oh, I see. I see. Okay.
19 Thank you. I see. I see. Okay. So, yeah, let's
11:48 20 look at the leg number. That would help me with
21 this.

22 O. So in this sequence the first leg was JFK
23 to Atlanta, correct?

24 A. Uh-huh.

11:48 25 O. Is that a "yes"?

1 A. Yes.

2 Q. And then the second leg was Atlanta to
3 JFK, correct?

4 A. Yes.

11:49 5 Q. So that particular leg did not involve any
6 sort of California travel. The one that did was
7 the third leg of this rotation, JFK to SFO?

8 A. SFO.

9 Q. And then you went back from SFO to JFK --
11:49 10 A. JFK.

11 Q. -- which is the fourth leg?

12 A. Yeah.

13 Q. Okay. Thank you. Okay. And then there
14 is a -- in the status codes in this chart there are
11:49 15 other codes, like MTO.

16 What does "MTO" stand for?

17 It's at the top of the document.

18 A. MTO, what was MTO again? I think it
19 was -- I think that was a move-up.

11:49 20 Q. A move-up?

21 A. Yes.

22 Q. What's a move-up, as you understood it?

23 A. A move-up is, I think, when you put in for
24 a trip and the computer can, yeah -- if it doesn't
11:49 25 assign anybody else, you will get it.

1 Q. Okay.

2 A. It is a move-up, that's what I think it
3 was.

4 Q. What does "ADV" stand for, as you
11:50 understand it?

6 A. I could not remember what "ADV" stands
7 for.

8 Q. What does -- what do you understand "OT"
9 is standing for, under the status?

11:50 10 A. OT? Let me see. I have no clue.

11 Q. Okay. Let's go to the next page. This is
12 DELTA 007072.

13 A. Uh-huh.

14 Q. The first rotation date is January 22nd,
11:50 15 2014, involving Rotation No. 5427. The last date
16 is March 12th, 2014, involving Rotation No. 573.

17 On this page are there any trips involving
18 a California airport?

19 A. 2/10 -- 2/10/14, 830803, rotation, JFK,
11:51 20 San Francisco; San Francisco, Atlanta. And you
21 have, on 2/14, JFK, LAX; LAX, JFK. And 2/16, you
22 have JFK, LAX and LAX, JFK.

23 Q. Okay. Other than these three sequences,
24 are there any other flights involving a California
11:51 25 airport on this page?

1 A. No.

2 Q. Okay. Let's go to the next page. This is
3 DELTA 07 -- strike that, 007073. The first date on
4 this page is rotation date March 15th, 2014,
11:52 5 involving Rotation No. 3630. The last date is May
6 31st, 2014, involving Rotation 3575.

7 On this page are there any flights
8 indicated that involve travel either to or from a
9 California airport?

11:52 10 A. 4/19 -- 4 -- yeah, on 4/19 -- I mean 4/20,
11 sorry, 3706, JFK to San Francisco, San Francisco to
12 JFK.

13 Q. Okay. Any others on this page?

14 A. No.

11:52 15 Q. Let's go to the next page. This is DELTA
16 007074. This page contains rotation dates June
17 6th, 2014, with a Rotation No. 3780. The last date
18 is 8/15/2014 with Rotation No. 8 -- 3866.

19 On this page are there any rotations
11:53 20 involving a California airport?

21 A. 6/13/14, Rotation 2102; JFK, LAX.

22 7/16/14, 2108 rotation; JFK, LAX. And 8/7/14,
23 Rotation 3722; JFK, SFO.

24 Q. Other than these three rotations -- these
11:54 25 three sequences that you have identified, any other

1 Q. There are times when you are sitting here
2 in California when you can get a bite to eat,
3 correct?

4 A. That's correct.

12:08 5 Q. There are times where you are sitting here
6 in California, as a flight attendant, where you can
7 go to one of the convenience stores in the airport
8 and buy a magazine or something like that or some
9 chewing gum or something like that, correct?

12:08 10 A. That's correct. I am still on company
11 time.

12 Q. Well, move to strike as nonresponsive to
13 the last part.

14 I am just saying, there -- after you check
12:08 15 in, there is still time available for you to do
16 those sorts of things, correct?

17 A. No. Once I check in, I check in. I --

18 Q. I understand that once you check in, you
19 have checked in, but even once you have checked in,
20 there are -- there can be times where you have time
21 available for you to go and do some of these other
22 sorts of things, correct?

23 A. Yes, there are some times.

24 Q. Okay. And, in fact, you have done some of
25 those things in between the time that you have

1 checked in and the time that you actually have
2 taken off for a particular flight, correct?

3 A. Yes.

4 Q. Okay. And you are aware that other flight
12:09 5 attendants have done things like that as well,
6 correct?

7 A. Yes.

8 Q. In fact, under Delta's rules, you can
9 check in as early as six hours before a flight;
12:09 10 isn't that correct?

11 A. No, you cannot.

12 Q. Okay. What's the earliest you can check
13 in before a flight?

14 A. If your sign-in time is at 6:00, the
12:09 15 computer -- or your sign-in time, they -- you --
16 they will not allow you to sign in.

17 Q. Have you ever tried to sign in six hours
18 before a flight?

19 A. No.

12:09 20 Q. Have you ever tried to sign in five hours
21 before a flight?

22 A. No.

23 Q. Ever try to sign in four -- three hours
24 before a flight?

12:10 25 A. Not at all.

1 Which portion of Request No. 7 were you
2 saying that you didn't have enough information for?

3 A. For all the different portions of the pay
4 that I have got.

12:15 5 If I am paid hourly, if I am going to be
6 paid hourly, then I need to know exactly how many
7 hours. Whatever the mechanism is that they used to
8 pay me, that's what I need to know.

9 Q. The mechanism, as you have testified
12:15 10 before, is set forth in the work rules, correct?

11 A. Right.

12 Q. Okay. And during the course of your
13 employment, you had access to the work rules,
14 right?

12:15 15 A. Yes.

16 Q. In fact, you have produced in this case an
17 extensive copy of the work rules, right?

18 A. That's right.

19 Q. So to the extent you had questions
12:15 20 regarding the work rules, you were able to ask
21 individuals about those questions, correct? You
22 had the ability to do so?

23 A. I had the ability to do so, yes.

24 Q. Okay. And I understand from your prior
12:15 25 testimony that, at least while you were working

1 with respect to that position.

2 When were you a flight agent for -- flight
3 attendant for Delta, at some point after you
4 checked in, there was -- you were expected to
01:23 5 participate in some kind of preflight briefing; is
6 that correct?

7 A. Yes, that's correct.

8 Q. And what did you understand the purpose of
9 the preflight briefing to be?

01:23 10 A. Preflight is the brief about the flight,
11 and it is the entirety of the crew members, what is
12 expected, safety, issues to be discussed, medical
13 issues and the safety of the aircraft and the
14 passengers we carry.

01:23 15 Q. Okay. So the preflight meeting would take
16 place amongst the flight attendants; is that
17 correct?

18 A. That's correct.

19 Q. And was it the responsibility of the lead
01:23 20 flight attendant, the purser, to conduct that
21 meeting?

22 A. That's correct.

23 Q. So if you were not a lead flight
24 attendant, you wouldn't be expected to conduct that
01:24 25 particular meeting, correct?

1 THE WITNESS: Listed, uh-huh.

2 Q. BY MR. HENDRICKS: Would you discuss
3 whether there's any anticipated bad weather or
4 things that might affect your ability to provide
01:27 5 service on the flight?

6 A. In my briefings, I would.

7 Q. Okay. Did the subject matter of the
8 briefings vary depending upon who gave them?

9 A. Not -- yes.

01:27 10 Q. Okay. So you might include certain items
11 in your briefings that other pursers or lead agents
12 would not?

13 A. That's correct.

14 Q. And so as -- going back to our Exhibit No.
01:28 15 5 here, can you tell me whether or not, on this
16 particular chart -- we may have other documents
17 that would reflect this.

18 But can you tell me or not with respect to
19 Exhibit No. 5, as to any of the flights involving
01:28 20 you in California, can you tell from looking at
21 this whether or not you were functioning as a lead
22 agent or not?

23 A. No, this doesn't tell.

24 Q. Okay. So describe for me the information
01:28 25 that you would include when you were working as a

1 lead agent in the preflight briefings that you
2 provided?

3 A. Like I say, I would brief -- you know, we
4 would introduce yourself, you would brief the crew
01:29 5 with the pertinents of the flight, where we are
6 leaving out of and where we are going to, your
7 gate, estimated time of flying.

8 Me personally, like I said, I would brief
9 on the weather in route because I am a licensed
01:29 10 aircraft dispatcher and a pilot also.

11 So a normal flight attendant does not have
12 access to that information.

13 Because I go into the dispatch, into
14 FlightAware dispatch information, to find that out,
01:29 15 to see where there will be, like, turbulence.

16 And I will plan my work to anticipate
17 turbulence within an hour and a half of the flight,
18 if it is three-, four-hour flight, so I will tell
19 them, "Okay, we need to get the service done
01:29 20 between X amount of time and anticipate for
21 turbulence."

22 Q. And including the weather is something
23 that you would do, that's not something that was
24 expected or required by Delta, correct?

01:29 25 A. No, that is not required.

1 Q. Okay. Okay. So you would introduce
2 yourself, you would identify the gate that the
3 plane was going to be departing out of?

4 A. Right.

01:30 5 Q. And then what other information, other
6 than --

7 A. Well, the gate, the aircraft type we are
8 on, safety equipment, special passengers,
9 wheelchair, pets, food, special food or special
01:30 10 meals or any passenger that needs special
11 assistance.

12 Like I say, some important people that may
13 be flying will not be listed on that printed list
14 that I will have.

01:30 15 It is only when I walk to the gate, then
16 that person will be -- or that person or whoever
17 will be on the flight of importance will be made to
18 my knowledge once I am given that predeparture
19 paperwork.

01:30 20 Q. So in terms of the safety items, what
21 issues would you speak to in the briefing regarding
22 safety?

23 A. The -- the entirety safety of the
24 aircraft. You have specific things that you have
01:30 25 to cover on the -- cover under FAA rules, which is

1 Q. Okay. Other than reminding them to
2 conduct the safety check, what other things did you
3 say about safety in your preflight briefings? Does
4 that pretty much cover it?

01:33 5 A. Well, pretty much medical, if we have a
6 medical condition, you know, if anybody has medical
7 training to deal with, all of that, is all part
8 of -- of safety.

9 Q. So is it fair to say that a briefing could
01:33 10 include, for example, "Hi, my name is Mr. Oman.
11 I'm going to be the purser on this trip. We are
12 going out of Gate 39. We have this type of
13 aircraft. Make sure, when you get on board, you
14 conduct your safety checks.

01:33 15 "I think we have two kids that are
16 traveling with us, and we have one person who is a
17 vegetarian. Make sure you don't give him the
18 steak."

19 Is that the sort of nature of --
01:34 20 A. Pretty much, yes.

21 Q. Okay. So the -- on -- can you estimate
22 for me, what is the shortest length that it's taken
23 you to give one of these safety briefings as a lead
24 agent?

01:34 25 A. Approximately five minutes.

1 O. Okay. And what is the longest length it
2 has taken you to give one of these safety meetings?

3 A. Probably an international flight would be
4 approximately about 15 minutes.

01:34 5 O. 15?

6 A. Yes.

7 O. Okay. On a domestic flight what's the
8 short -- what's the longest period it has taken you
9 to give this briefing?

01:34 10 A. Ten, Ten minutes.

11 O. So five to ten minutes, that's pretty much
12 the safety briefing, correct?

13 A. Yes, standard.

14 Q. And that -- strike that.

01:34 15 Five to ten minutes, that is the preflight
16 movie.

17 Is it fair to say that, in fact, that most
18 of these briefings, although they can vary
19 depending upon the circumstances, most of them are
01:34 20 closer to the five-minute range than the ten-minute
21 range?

22 A. I would say so.

23 O. Okay. And then once, as a flight
24 attendant, you get on a plane and you are assigned
01:35 25 to your particular area, I mean, you know, if I am

1 assigned to the aft of the plane, the rear of the
2 plane --

3 A. Uh-huh.

4 Q. -- as I am walking through going to my
01:35 5 location, I might look at the seats to see that I
6 can see the seatbelt. I'm expected to check my
7 safety equipment, my jump seat and my seat belt
8 that I will be using during the flight, correct?

9 A. That's correct.

01:35 10 Q. Okay. And then in my area there may be
11 some safety equipment, like a fire extinguisher,
12 that I need to make sure is charged, right?

13 A. Yes.

14 Q. Okay. Other than that, what sort of
01:35 15 things do I need to do, as a flight attendant,
16 prior to the boarding of the passengers to make
17 sure that it is okay for them to board now?

18 A. Well, the regular safety checks, which is
19 required by the FAA. You have to check the entire
01:35 20 cabin.

21 Q. Well, with multiple flight attendants, not
22 every flight attendant is checking the entirety of
23 the cabin, correct?

24 A. If you -- if you can say so, we are.

01:36 25 Q. Well, I don't want to be -- this is not a

1 theoretical discussion.

2 One flight attendant has the
3 responsibility of checking the galley; isn't that
4 correct?

01:36 5 A. Yes, the galley, the galley person, yes.

6 O. Okay. There's a galley person --

7 A. Right.

8 O. -- and that's their responsibility to do.

9 The other flight attendants are not
01:36 10 expected to also check the galley in addition to
11 the person who has been -- accepted that
12 responsibility, correct?

13 A. Yeah. Yes, yes.

14 O. Okay. And then, again, if you're
01:36 15 responsible for aft, not all three to four flight
16 attendants, if not more, on a flight are expected
17 to check aft?

18 A. No.

19 O. The person who has selected that position
01:36 20 does that?

21 A. That's correct.

22 O. Now, in the course of physically walking
23 back to that area, there would be a sense that if
24 you see something to stop in order to address it,
01:36 25 correct?

1 A. Yes.

2 Q. But fundamentally your responsibility is
3 to check the areas for which you have accepted
4 those responsibilities, correct?

01:36 5 A. Yes.

6 Q. Okay. So at least before the passengers
7 get on board, that fairly describes the necessary
8 activities for a flight attendant, participate in
9 some preflight briefing, and then, as you are
01:37 10 getting onto the plane, check your zone to make
11 sure that the safety equipment in your area is
12 functioning, correct?

13 A. Yes.

14 Q. Okay. Once that happens, passengers then
01:37 15 are able to board the plane; is that right?

16 A. Yes. Once everything is completed, they
17 are able to board the plane, yes.

18 Q. Now, I want to be clear about this.

19 Have you ever participated in a preflight
01:37 20 briefing that took place on the plane while working
21 as a flight attendant for Delta?

22 A. Yes.

23 Q. Okay. And you are aware that, in fact,
24 quite often, there are these preflight briefings
01:37 25 that actually take place on the plane and not in

1 A. Of the rotation.

2 Q. Of the rotation?

3 A. That's correct.

4 Q. Fair enough. Okay. Okay. Now, in
01:45 5 connection with, you know, your schedule, you
6 talked about that you never submitted a bid, but
7 are you aware of what's referred to as bid packs
8 while working as a flight attendant for Delta?

9 A. There are bid packages, yes.

01:46 10 Q. What is your understanding of a bid pack?

11 A. A bid package is consisting of all the
12 trips and rotations that the company provides for
13 each base.

14 Q. And to the extent you have seniority for
01:46 15 it, you can actually bid for different rotations --

16 A. Rotations, yes.

17 Q. -- correct?

18 So let me go ahead, and just so we are --
19 I am going to mark a series of documents here.

01:46 20 MR. HENDRICKS: Madam Court Reporter,
21 we're on Exhibit No. -- the last exhibit was
22 Exhibit 8, so we are now on 9.

23 So I'm going to go through, just in rapid
24 succession, and have marked as exhibits the bid
01:46 25 packs that cover flights for Mr. Oman that either

1 don't we go through -- I am going to go through
2 Exhibit No. 4 with you. Oh, before I do that --
3 no, that's fine. Let's just go through Exhibit No.
4 .

02:38 5 MR. HELLMAND: What is 4 again?

6 MR. HENDRICKS: Exhibit 4 is your
7 production. It's the big one.

8 Q. Okay. So let's go through Exhibit No. 4.

9 You have produced these as being the
02:39 10 flight attendant work rules that were applicable to
11 you during the class period; is that correct?

12 A. Yes.

13 Q. Okay. And as a component of these rules,
14 the flight rules contain provisions with respect to
02:39 15 compensation; is that right?

16 A. Yes.

17 Q. Okay. They also explain various aspects
18 of your compensation, correct?

19 A. Yes.

20 Q. And you knew, during the time that you
21 were working at Delta, that your pay would be
22 calculated in accordance with the terms of the
23 applicable work rules; is that right?

24 A. Yes.

02:40 25 Q. So you understand that Delta -- well,

1 A. Yes.

2 Q. Okay. The next bullet point states:

3 "Each duty period of a rotation pays

4 the greatest of: One, flight time

5 (includes deadhead flight time)

6 minutes under and flight pay for

7 ground time, or, two, four hours 45

8 minutes minimum duty period credit,

9 MDC, or, three, 142 duty period

10 credit, DPC."

11 Do you see that?

12 A. Yes. Okay.

13 Q. And you understood that those -- that

14 determination, as just outlined for you, was a

15 analysis conducted with respect to each flight that

16 you took for Delta, correct?

17 A. Rephrase that question, again.

18 MR. HENDRICKS: Please repeat the question
for the witness.

19 20 (Reporter read back as follows:

21 Question: "And you understood that

22 that determination, as just outlined

23 for you, was an analysis conducted

24 with respect to each flight that you

25 took for Delta, correct?")

1 THE WITNESS: Yes.

2 Q. BY MR. HENDRICKS: You also understood
3 that there was a formula that analyzed time away
4 from base, in which that was also considered as
02:43 5 well with respect to your compensation, correct?

6 A. Yes.

7 Q. And that, under certain instances, that if
8 your time away from base was very, very high, that
9 could result in greater compensation to you than
02:43 10 might other formulas looked at in evaluating your
11 compensation, correct?

12 A. Counsel, let me just --

13 Q. Just answer that pending question.

14 A. I cannot give a definitive answer to that.

02:43 15 Q. Okay. I'll come -- I'll show you one of
16 your pay statements, and we can walk through that
17 for a moment. But before do that, let me do
18 something else.

19 Can you take a look at the same exhibit,
02:44 20 this is Section 2 regarding compensation, it's Page
21 36 of the exhibit, but it's Bates labeled P53?

22 A. Found it.

23 Q. Did you find it?

24 A. Yes, I did.

02:44 25 Q. Okay. In addition, there were certain

1 O. BY MR. HENDRICKS: So that's just stated
2 policy, its stated policy is to pay you the greater
3 of the amounts, right?

4 A. Okay.

02:45 5 O. You agree with that, right?

6 A. Yes.

7 Q. All right. If you could go back to Page
8 34 of the document, this is P51.

9 A. Found it.

02:46 10 Q. Okay. This section, in Section 2C, also
11 identifies various other sorts of payments that you
12 can, as a flight attendant, receive in connection
13 with your duties at Delta, correct?

14 A. Yes.

02:46 15 Q. And so, you know, in terms of calculating
16 your actual pay, that depends on a whole lot of
17 different factors, doesn't it?

18 A. Yes, it does.

19 Q. It depends upon what your prior flight
02:46 20 trip issue may have been, the circumstances of the
21 particular flight, how long you have been away from
22 base, there are just a variety of variables that go
23 into calculating and determining your actual pay
24 with respect to any rotation or flight that you
25 take; isn't that right?

1 A. Yes.

2 Q. For example, can you take a look at
3 Section 2I, this is on Page 39, Bates labeled Page
4 56?

02:47 5 A. I found it.

6 Q. Okay. 2I says:

7 "Report pay: If you are a trip-holder
8 and report for a trip but do not fly,
9 you are paid \$10.80 or the one-for-two
02:47 10 duty credit if you do not choose to
11 make yourself available for an
12 alternative assignment for pay
13 protection. If you do choose pay
14 protection and make a second trip to
02:48 15 the airport, you will be eligible for
16 your report pay in addition to your
17 new trip."

18 Do you see that?

19 A. Yes.

02:48 20 Q. Okay. You understood that this was
21 another sort of pay provision that you would have
22 been subject to -- that you were subject to as a
23 flight attendant for Delta Air Lines, correct?

24 A. Yes.

02:48 25 Q. Okay. And here it says, the third bullet

1 different topic right now.

2 Once a flight lands and you're blocked
3 in -- and you know what that phrase means?

4 A. Yes.

02:50 5 Q. What does "blocked in" mean, as you
6 understand it?

7 A. That's the end of your flight pay.

8 Q. But that's when the -- once a plane lands,
9 you have people on the ground that actually put
02:50 10 blocks behind the wheels, right?

11 A. That's correct.

12 Q. Okay. So once you're blocked in and the
13 flight lands, are there -- what do you do as a
14 flight attendant, what do you need to do?

02:50 15 A. Get the passengers off the aircraft, you
16 have to open the doors and get the passengers off
17 the aircraft.

18 Q. Okay. So when you talk about getting the
19 passengers off the aircraft, one, you will open the
02:51 20 doors; is that correct?

21 A. Yes, uh-huh.

22 Q. Now, are all doors on an airplane opened?

23 A. No.

24 Q. Only the door that is going to be used for
02:51 25 the exit for the passengers?

1 A. That's correct.

2 Q. And that will be in a particular zone,
3 correct?

4 A. Yes.

02:51 5 Q. And so the flight attendant that works
6 that zone will be responsible for opening that
7 door?

8 A. That's correct.

9 Q. And you'll -- if it is someone who can --
02:51 10 who is capable, physically able to, you don't have
11 to carry any passenger off the plane, right?

12 A. Sometimes you assist.

13 Q. Sometimes, in an emergency situation, I
14 might -- I get that, but as a general proposition,
02:51 15 passengers typically take themselves off the plane?

16 A. Take themselves off the plane, yeah.

17 Q. They unload their luggage, they take it
18 off and they -- and so you are basically waiting
19 for the passengers to leave, right?

02:51 20 A. To deplane, yes.

21 Q. Okay. Once the passengers have left, is
22 there any specific duty that you, as a flight
23 attendant, have with respect to the plane as you
24 are removing yourself?

02:52 25 A. Yes.

1 O. And what is that?

2 A. To ensure that all the doors are disarmed
3 and no one is in the toilets or hidden anywhere.

4 O. Okay. So, again, a flight attendant will
02:52 be responsible for, as they are leaving the plane,
5 to look at the restroom that's in their area to
6 make sure that it is empty; is that correct?

7 A. That one person coming from the back to
8 the front has that entire duty, to ensure that all
02:52 of that is completed.

9 O. I see. So it is the person who is in the
10 aft that has that duty as they leave to check, not
11 only the bathroom in their zone, but the bathrooms
12 that they pass by?

02:52 A. And to confirm it.

13 O. And to confirm it. The other flight
14 attendants who aren't in the aft, they don't have
15 that duty, they can just leave once the passengers
16 are off?

02:52 A. Once the passengers are off, yes.

21 Q. I see. And how long it takes to deplane a
22 plane will depend upon the plane itself; is that
23 right?

24 A. Yes.

02:53 Q. It depends on the number of passengers?

1 A. No.

2 Q. Now, you were saying, I think you were
3 about to say, and correct me if I am wrong, that
4 you may have made some phone calls with respect to
02:54 5 some deplaning activity?

6 A. Yeah, it's -- like if you are deplaning an
7 aircraft and it takes longer than the 15 minutes
8 and you are on the aircraft with passengers, then
9 you call scheduling and let them know that the last
02:54 10 passenger left at, let's say, ten minutes after
11 that 15 minutes, and they need to know that.

12 Q. And what's the purpose in notifying? If
13 you -- if -- what's the -- strike that.

14 At the end of every flight, do you call
02:54 15 scheduling to let them know the last passenger is
16 off?

17 A. No.

18 Q. There's only -- so a flight attendant has
19 to make the judgment as to whether to call or not
02:55 20 to call?

21 A. Yes.

22 Q. And what's the purpose in calling?

23 A. Extended duty time.

24 Q. So if you call, you get extended duty
02:55 25 time?

1 DEPOSITION OFFICER'S CERTIFICATE

2 STATE OF CALIFORNIA)
3 COUNTY OF SAN FRANCISCO) ss.
4
5

6 I, BALINDA DUNLAP , hereby certify:

7 I am a duly qualified Certified Shorthand
8 Reporter in the State of California, holder of
9 Certificate Number CSR 10710 issued by the Court
10 Reporters Board of California and which is in full force
11 and effect. (Fed. R. Civ. P. 28(a)).

12 I am authorized to administer oaths or
13 affirmations pursuant to California Code of Civil
14 Procedure, Section 2093(b) and prior to being examined,
15 the witness was first duly sworn by me. (Fed. R. Civ.
16 P. 28(a), 30(f)(1)).

17 I am not a relative or employee or attorney or
18 counsel of any of the parties, nor am I a relative or
19 employee of such attorney or counsel, nor am I
20 financially interested in this action. (Fed. R. Civ. P.
21 28).

22 I am the deposition officer that
23 stenographically recorded the testimony in the foregoing
24 deposition and the foregoing transcript is a true record

25 / / /

1 of the testimony given by the witness. (Fed. R. Civ. P.
2 30(f)(1)).

3 Before completion of the deposition, review of
4 the transcript [XX] was [] was not requested. If
5 requested, any changes made by the deponent (and
6 provided to the reporter) during the period allowed, are
7 appended hereto. (Fed. R. Civ. P. 30(e)).

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9 Dated: August 10, 2015

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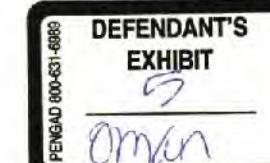
24

25

B. Bulleit.

Rotation Date	Rotation Number	Name	Emp Num	Year	Month	Flight Date	Flight Num	From	To	Duty Period	Leg Number	Layover Time	Block
12/25/2010	80000	OMAN, DEV ANAND	247152	2010	Dec	12/25/2010	2810	FLL	MEM	1	2	25.6	2.57
12/30/2010	5222	OMAN, DEV ANAND	247152	2010	Dec	12/30/2010	154	JFK	MAN	1	1	7.80	
12/30/2010	5222	OMAN, DEV ANAND	247152	2011	Jan	1/1/2011	155	MAN	JFK	1	2	7.30	
1/2/2011	30066	OMAN, DEV ANAND	247152	2011	Jan	1/2/2011	1547	LGA	ATL	1	1	2.62	
1/2/2011	30066	OMAN, DEV ANAND	247152	2011	Jan	1/2/2011	2383	ATL	JAX	1	2	17.11667	1.20
1/2/2011	30066	OMAN, DEV ANAND	247152	2011	Jan	1/3/2011	2826	JAX	ATL	2	3	1.03	
1/2/2011	30066	OMAN, DEV ANAND	247152	2011	Jan	1/3/2011	1786	ATL	LGA	2	4	2.20	
1/5/2011	4534	OMAN, DEV ANAND	247152	2011	Jan	1/5/2011	2443	EWR	ATL	2	1	2.62	
1/5/2011	4534	OMAN, DEV ANAND	247152	2011	Jan	1/5/2011	1435	ATL	PNS	1	2	30.41667	1.10
1/5/2011	4534	OMAN, DEV ANAND	247152	2011	Jan	1/7/2011	1457	PNS	ATL	2	3	1.12	
1/5/2011	4534	OMAN, DEV ANAND	247152	2011	Jan	1/7/2011	1110	ATL	HOU	2	4	20.06667	2.33
1/5/2011	4534	OMAN, DEV ANAND	247152	2011	Jan	1/8/2011	1471	HOU	ATL	3	5	2.12	
1/5/2011	4534	OMAN, DEV ANAND	247152	2011	Jan	1/8/2011	2387	ATL	DAB	3	6	1.38	
1/5/2011	4534	OMAN, DEV ANAND	247152	2011	Jan	1/8/2011	2442	DAB	ATL	3	7	1.45	
1/5/2011	4534	OMAN, DEV ANAND	247152	2011	Jan	1/8/2011	2442	ATL	EWR	3	8	2.33	
1/9/2011	30476	OMAN, DEV ANAND	247152	2011	Jan	1/9/2011	2143	EWR	ATL	3	1	77.81667	2.50
1/9/2011	30476	OMAN, DEV ANAND	247152	2011	Jan	1/12/2011	2142	ATL	EWR	1	2	2.65	
1/13/2011	30119	OMAN, DEV ANAND	247152	2011	Jan	1/13/2011	2143	EWR	ATL	1	1	2.45	
1/13/2011	30119	OMAN, DEV ANAND	247152	2011	Jan	1/13/2011	2280	ATL	CHS	1	2	1.13	
1/13/2011	30119	OMAN, DEV ANAND	247152	2011	Jan	1/13/2011	1852	CHS	ATL	1	3	1.22	
1/13/2011	30119	OMAN, DEV ANAND	247152	2011	Jan	1/13/2011	1236	ATL	PNS	1	4	11.55	1.25
1/13/2011	30119	OMAN, DEV ANAND	247152	2011	Jan	1/14/2011	1457	PNS	ATL	2	5	1.17	
1/13/2011	30119	OMAN, DEV ANAND	247152	2011	Jan	1/14/2011	1110	ATL	HOU	2	6	19.48333	2.55
1/13/2011	30119	OMAN, DEV ANAND	247152	2011	Jan	1/15/2011	1471	HOU	ATL	3	7	2.03	
1/13/2011	30119	OMAN, DEV ANAND	247152	2011	Jan	1/15/2011	2387	ATL	DAB	3	8	1.68	
1/13/2011	30119	OMAN, DEV ANAND	247152	2011	Jan	1/15/2011	2442	DAB	ATL	3	9	1.68	
1/13/2011	30119	OMAN, DEV ANAND	247152	2011	Jan	1/15/2011	2542	ATL	EWR	3	10	2.28	
1/16/2011	4734	OMAN, DEV ANAND	247152	2011	Jan	1/16/2011	2631	LGA	DTW	3	1	1.75	
1/16/2011	4734	OMAN, DEV ANAND	247152	2011	Jan	1/16/2011	2737	DTW	MEM	1	2	2.10	
1/16/2011	4734	OMAN, DEV ANAND	247152	2011	Jan	1/16/2011	1752	MEM	ATL	1	3	19.55	1.40
1/16/2011	4734	OMAN, DEV ANAND	247152	2011	Jan	1/17/2011	67	ATL	TPA	2	4	1.53	
1/16/2011	4734	OMAN, DEV ANAND	247152	2011	Jan	1/17/2011	2552	TPA	LGA	2	5	2.63	
3/4/2011	5389	OMAN, DEV ANAND	247152	2011	Mar	3/4/2011	2643	EWR	ATL	2	1	13.26667	2.37
3/4/2011	5389	OMAN, DEV ANAND	247152	2011	Mar	3/5/2011	2112	ATL	ORD	1	2	1.95	
3/4/2011	5389	OMAN, DEV ANAND	247152	2011	Mar	3/5/2011	2277	ORD	ATL	1	3	2.28	
3/4/2011	5389	OMAN, DEV ANAND	247152	2011	Mar	3/5/2011	2542	ATL	EWR	1	4	2.10	
3/6/2011	5333	OMAN, DEV ANAND	247152	2011	Mar	3/6/2011	2243	EWR	ATL	1	1	2.55	
3/6/2011	5333	OMAN, DEV ANAND	247152	2011	Mar	3/6/2011	2135	ATL	DAY	1	2	1.67	
3/6/2011	5333	OMAN, DEV ANAND	247152	2011	Mar	3/6/2011	1430	DAY	ATL	1	3	14.58333	1.27
3/6/2011	5333	OMAN, DEV ANAND	247152	2011	Mar	3/7/2011	1808	ATL	MKE	2	4	2.12	
3/6/2011	5333	OMAN, DEV ANAND	247152	2011	Mar	3/7/2011	2035	MKE	ATL	2	5	2.13	
3/6/2011	5333	OMAN, DEV ANAND	247152	2011	Mar	3/7/2011	1774	ATL	MKE	2	6	14.66667	2.07

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3/6/2011	5333	OMAN, DEV ANAND	247152	2011	Mar	3/8/2011	2381	MKE	ATL	3	7		2.10
3/6/2011	5333	OMAN, DEV ANAND	247152	2011	Mar	3/8/2011	1204	ATL	PHF	3	8		1.50
3/6/2011	5333	OMAN, DEV ANAND	247152	2011	Mar	3/8/2011	1234	PHF	ATL	3	9		1.93
3/6/2011	5333	OMAN, DEV ANAND	247152	2011	Mar	3/8/2011	1234	ATL	PIT	3	10	30.21667	1.60
3/6/2011	5333	OMAN, DEV ANAND	247152	2011	Mar	3/10/2011	1326	PIT	ATL	4	11		1.93
3/6/2011	5333	OMAN, DEV ANAND	247152	2011	Mar	3/10/2011	1326	ATL	SAV	4	12		1.03
3/6/2011	5333	OMAN, DEV ANAND	247152	2011	Mar	3/10/2011	1732	SAV	ATL	4	13		1.32
3/6/2011	5333	OMAN, DEV ANAND	247152	2011	Mar	3/10/2011	1942	ATL	EWR	4	14		2.87
3/12/2011	5235	OMAN, DEV ANAND	247152	2011	Mar	3/12/2011	3	JFK	LHR	4	1	26.78333	7.27
3/12/2011	5235	OMAN, DEV ANAND	247152	2011	Mar	3/14/2011	4	LHR	JFK	1	2		8.27
3/15/2011	5226	OMAN, DEV ANAND	247152	2011	Mar	3/15/2011	34	EWR	AMS	1	1	29.53333	7.63
3/15/2011	5226	OMAN, DEV ANAND	247152	2011	Mar	3/17/2011	35	AMS	EWR	1	2		8.90
3/18/2011	30113	OMAN, DEV ANAND	247152	2011	Mar	3/18/2011	2243	EWR	ATL	1	1		2.17
3/18/2011	30113	OMAN, DEV ANAND	247152	2011	Mar	3/18/2011	2789	ATL	MKE	1	2		2.22
3/18/2011	30113	OMAN, DEV ANAND	247152	2011	Mar	3/18/2011	2707	MKE	ATL	1	3	16.43333	2.08
3/18/2011	30113	OMAN, DEV ANAND	247152	2011	Mar	3/19/2011	1052	ATL	MKE	2	4		2.05
3/18/2011	30113	OMAN, DEV ANAND	247152	2011	Mar	3/19/2011	2035	MKE	ATL	2	5		2.17
3/18/2011	30113	OMAN, DEV ANAND	247152	2011	Mar	3/19/2011	2807	ATL	IAH	2	6	31.51667	2.02
3/18/2011	30113	OMAN, DEV ANAND	247152	2011	Mar	3/21/2011	1235	IAH	ATL	3	7		2.07
3/18/2011	30113	OMAN, DEV ANAND	247152	2011	Mar	3/21/2011	1235	ATL	CHS	3	8		1.13
3/18/2011	30113	OMAN, DEV ANAND	247152	2011	Mar	3/21/2011	1052	CHS	ATL	3	9		1.25
3/18/2011	30113	OMAN, DEV ANAND	247152	2011	Mar	3/21/2011	2486	ATL	LGA	3	10		2.37
4/1/2011	4123	OMAN, DEV ANAND	247152	2011	Apr	4/1/2011	1843	JFK	SEA	3	1	11.96667	6.25
4/1/2011	4123	OMAN, DEV ANAND	247152	2011	Apr	4/2/2011	1542	SEA	JFK	1	2		4.77
4/3/2011	4314	OMAN, DEV ANAND	247152	2011	Apr	4/3/2011	2047	LGA	ATL	1	1		2.27
4/3/2011	4314	OMAN, DEV ANAND	247152	2011	Apr	4/3/2011	1075	ATL	RSW	1	2	16.65	1.67
4/3/2011	4314	OMAN, DEV ANAND	247152	2011	Apr	4/4/2011	1651	RSW	MSP	2	3		3.27
4/3/2011	4314	OMAN, DEV ANAND	247152	2011	Apr	4/4/2011	1181	MSP	BWI	2	4	11.1	2.40
4/3/2011	4314	OMAN, DEV ANAND	247152	2011	Apr	4/5/2011	1937	BWI	DTW	3	5		1.38
4/3/2011	4314	OMAN, DEV ANAND	247152	2011	Apr	4/5/2011	2048	DTW	LGA	3	6		2.72
4/7/2011	4339	OMAN, DEV ANAND	247152	2011	Apr	4/7/2011	1573	LGA	MEM	3	1		3.47
4/7/2011	4339	OMAN, DEV ANAND	247152	2011	Apr	4/7/2011	1974	MEM	ATL	1	2		1.30
4/7/2011	4339	OMAN, DEV ANAND	247152	2011	Apr	4/7/2011	1599	ATL	PIT	1	3	17.51667	1.83
4/7/2011	4339	OMAN, DEV ANAND	247152	2011	Apr	4/8/2011	1402	PIT	MSP	2	4		2.43
4/7/2011	4339	OMAN, DEV ANAND	247152	2011	Apr	4/8/2011	1596	MSP	LGA	2	5		2.68
5/1/2011	4134	OMAN, DEV ANAND	247152	2011	May	5/1/2011	943	LGA	MSY	2	1		3.08
5/1/2011	4134	OMAN, DEV ANAND	247152	2011	May	5/1/2011	1293	MSY	ATL	1	2		1.43
5/1/2011	4134	OMAN, DEV ANAND	247152	2011	May	5/1/2011	1038	ATL	IND	1	3	16.05	1.65
5/1/2011	4134	OMAN, DEV ANAND	247152	2011	May	5/2/2011	790	IND	MSP	2	4		1.52
5/1/2011	4134	OMAN, DEV ANAND	247152	2011	May	5/2/2011	790	MSP	YVR	2	5	11.43333	3.50
5/1/2011	4134	OMAN, DEV ANAND	247152	2011	May	5/3/2011	987	YVR	MSP	3	6		3.35
5/1/2011	4134	OMAN, DEV ANAND	247152	2011	May	5/3/2011	2196	MSP	LGA	3	7		2.68

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Rotation Date	Rotation Number	Name	Emp Num	Year	Month	Flight Date	Flight Num	From	To	Duty Period	Leg Number	Layover Time	Block
5/4/2011	4342	OMAN, DEV ANAND	247152	2011	May	5/4/2011	2019	LGA	MSP	3	1		3.27
5/4/2011	4342	OMAN, DEV ANAND	247152	2011	May	5/4/2011	751	MSP	MCI	1	2	13.76667	1.43
5/4/2011	4342	OMAN, DEV ANAND	247152	2011	May	5/5/2011	1890	MCI	ATL	2	3		1.93
5/4/2011	4342	OMAN, DEV ANAND	247152	2011	May	5/5/2011	307	ATL	MEM	2	4		1.38
5/4/2011	4342	OMAN, DEV ANAND	247152	2011	May	5/5/2011	1960	MEM	LGA	2	5		2.30
5/7/2011	4352	OMAN, DEV ANAND	247152	2011	May	5/7/2011	155	JFK	FLL	2	1	12.25	2.88
5/7/2011	4352	OMAN, DEV ANAND	247152	2011	May	5/8/2011	1244	FLL	JFK	1	2		2.92
5/15/2011	4223	OMAN, DEV ANAND	247152	2011	May	5/15/2011	2319	LGA	MSP	1	1		2.78
5/15/2011	4223	OMAN, DEV ANAND	247152	2011	May	5/15/2011	2009	MSP	DEN	1	2	13.6	2.02
5/15/2011	4223	OMAN, DEV ANAND	247152	2011	May	5/16/2011	1610	DEN	DTW	2	3		2.95
5/15/2011	4223	OMAN, DEV ANAND	247152	2011	May	5/16/2011	2262	DTW	PHL	2	4	12.46667	2.25
5/15/2011	4223	OMAN, DEV ANAND	247152	2011	May	5/17/2011	1497	PHL	MSP	3	5		2.53
5/15/2011	4223	OMAN, DEV ANAND	247152	2011	May	5/17/2011	1864	MSP	DCA	3	6		3.33
5/15/2011	4223	OMAN, DEV ANAND	247152	2011	May	5/17/2011	1631	DCA	MEM	3	7	13.51667	2.03
5/15/2011	4223	OMAN, DEV ANAND	247152	2011	May	5/18/2011	1965	MEM	TPA	4	8		1.83
5/15/2011	4223	OMAN, DEV ANAND	247152	2011	May	5/18/2011	932	TPA	LGA	4	9		2.55
6/9/2011	4242	OMAN, DEV ANAND	247152	2011	Jun	6/9/2011	162	JFK	AGP	4	1	49.18333	9.37
6/9/2011	4242	OMAN, DEV ANAND	247152	2011	Jun	6/12/2011	163	AGP	JFK	1	2		8.53
6/17/2011	4424	OMAN, DEV ANAND	247152	2011	Jun	6/17/2011	1705	LGA	MSY	1	1		3.13
6/17/2011	4424	OMAN, DEV ANAND	247152	2011	Jun	6/17/2011	1628	MSY	DTW	1	2		2.50
6/17/2011	4424	OMAN, DEV ANAND	247152	2011	Jun	6/17/2011	725	DTW	MKE	1	3	18.91667	1.05
6/17/2011	4424	OMAN, DEV ANAND	247152	2011	Jun	6/18/2011	920	MKE	MSP	2	4		1.13
6/17/2011	4424	OMAN, DEV ANAND	247152	2011	Jun	6/18/2011	1939	MSP	MSY	2	5	20.35	2.90
6/17/2011	4424	OMAN, DEV ANAND	247152	2011	Jun	6/19/2011	1204	MSY	LGA	3	6		2.82
6/20/2011	4297	OMAN, DEV ANAND	247152	2011	Jun	6/20/2011	897	JFK	MSP	3	1		3.32
6/20/2011	4297	OMAN, DEV ANAND	247152	2011	Jun	6/20/2011	1571	MSP	MSN	1	2	10.58333	1.02
6/20/2011	4297	OMAN, DEV ANAND	247152	2011	Jun	6/21/2011	981	MSN	MSP	2	3		1.13
6/20/2011	4297	OMAN, DEV ANAND	247152	2011	Jun	6/21/2011	2115	MSP	ABQ	2	4	17.06667	2.48
6/20/2011	4297	OMAN, DEV ANAND	247152	2011	Jun	6/22/2011	1594	ABQ	MSP	3	5		2.50
6/20/2011	4297	OMAN, DEV ANAND	247152	2011	Jun	6/22/2011	88	MSP	JFK	3	6		2.80
6/24/2011	138	OMAN, DEV ANAND	247152	2011	Jun	6/24/2011	257	DTW	GRU	3	1	39.16667	10.55
6/24/2011	138	OMAN, DEV ANAND	247152	2011	Jun	6/26/2011	256	GRU	DTW	1	2		11.00
7/1/2011	3491	OMAN, DEV ANAND	247152	2011	Jul	7/1/2011	2389	JFK	DEN	1	1	11.68333	4.23
7/1/2011	3491	OMAN, DEV ANAND	247152	2011	Jul	7/2/2011	1716	DEN	ATL	1	2		2.73
7/1/2011	3491	OMAN, DEV ANAND	247152	2011	Jul	7/2/2011	1296	ATL	PIT	1	3	19.18333	1.55
7/1/2011	3491	OMAN, DEV ANAND	247152	2011	Jul	7/3/2011	1218	PIT	JFK	2	4		1.55
7/1/2011	3491	OMAN, DEV ANAND	247152	2011	Jul	7/3/2011	1729	JFK	LAS	2	5	18.73333	5.78
7/1/2011	3491	OMAN, DEV ANAND	247152	2011	Jul	7/4/2011	2140	LAS	SLC	3	6		1.20
7/1/2011	3491	OMAN, DEV ANAND	247152	2011	Jul	7/4/2011	1002	SLC	JFK	3	7		4.27
7/6/2011	3501	OMAN, DEV ANAND	247152	2011	Jul	7/6/2011	1779	LGA	FLL	3	1	21.06667	3.60
7/6/2011	3501	OMAN, DEV ANAND	247152	2011	Jul	7/7/2011	2227	FLL	ATL	1	2		2.03
7/6/2011	3501	OMAN, DEV ANAND	247152	2011	Jul	7/7/2011	1924	ATL	BWI	1	3	12.93333	1.82

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Rotation Date	Rotation Number	Name	Emp Num	Year	Month	Flight Date	Flight Num	From	To	Duty Period	Leg Number	Layover Time	Block
7/6/2011	3501	OMAN, DEV ANAND	247152	2011	Jul	7/8/2011	2125	BWI	ATL	2	4		2.20
7/6/2011	3501	OMAN, DEV ANAND	247152	2011	Jul	7/8/2011	1277	ATL	MSY	2	5		1.63
7/6/2011	3501	OMAN, DEV ANAND	247152	2011	Jul	7/8/2011	1277	MSY	ATL	2	6		2.10
7/6/2011	3501	OMAN, DEV ANAND	247152	2011	Jul	7/8/2011	1062	ATL	BDL	2	7	14	2.50
7/6/2011	3501	OMAN, DEV ANAND	247152	2011	Jul	7/9/2011	1262	BDL	MCO	3	8		2.83
7/6/2011	3501	OMAN, DEV ANAND	247152	2011	Jul	7/9/2011	1976	MCO	LGA	3	9		2.43
7/18/2011	70011	OMAN, DEV ANAND	247152	2011	Jul	7/18/2011	1660	LGA	ATL	3	1		2.30
7/18/2011	70011	OMAN, DEV ANAND	247152	2011	Jul	7/19/2011	456	ATL	LGA	1	2		3.13
8/3/2011	30039	OMAN, DEV ANAND	247152	2011	Aug	8/3/2011	27	JFK	ATL	1	1		1.98
8/3/2011	30039	OMAN, DEV ANAND	247152	2011	Aug	8/3/2011	1791	ATL	CHS	1	2	13.98333	1.22
8/3/2011	30039	OMAN, DEV ANAND	247152	2011	Aug	8/4/2011	1758	CHS	ATL	2	3		1.10
8/3/2011	30039	OMAN, DEV ANAND	247152	2011	Aug	8/4/2011	2250	ATL	JFK	2	4		2.38
8/5/2011	30063	OMAN, DEV ANAND	247152	2011	Aug	8/5/2011	2131	LGA	DTW	2	1		1.88
8/5/2011	30063	OMAN, DEV ANAND	247152	2011	Aug	8/5/2011	1636	DTW	BWI	1	2	14.06667	1.58
8/5/2011	30063	OMAN, DEV ANAND	247152	2011	Aug	8/6/2011	1425	BWI	ATL	2	3		2.45
8/5/2011	30063	OMAN, DEV ANAND	247152	2011	Aug	8/6/2011	1413	ATL	LIT	2	4	10.13333	1.52
8/5/2011	30063	OMAN, DEV ANAND	247152	2011	Aug	8/7/2011	972	LIT	MEM	3	5		0.95
8/5/2011	30063	OMAN, DEV ANAND	247152	2011	Aug	8/7/2011	1260	MEM	LGA	3	6		2.72
8/15/2011	3836	OMAN, DEV ANAND	247152	2011	Aug	8/15/2011	154	JFK	MAN	3	1	26.81667	7.00
8/15/2011	3836	OMAN, DEV ANAND	247152	2011	Aug	8/17/2011	155	MAN	JFK	1	2		7.78
9/16/2011	3754	OMAN, DEV ANAND	247152	2011	Sep	9/16/2011	1047	LGA	ATL	1	1		2.88
9/16/2011	3754	OMAN, DEV ANAND	247152	2011	Sep	9/16/2011	1915	ATL	PHX	1	2	11.61667	4.05
9/16/2011	3754	OMAN, DEV ANAND	247152	2011	Sep	9/17/2011	1546	PHX	ATL	2	3		3.47
9/16/2011	3754	OMAN, DEV ANAND	247152	2011	Sep	9/17/2011	1124	ATL	RIC	2	4	18.96667	1.33
9/16/2011	3754	OMAN, DEV ANAND	247152	2011	Sep	9/18/2011	1178	RIC	ATL	3	5		1.68
9/16/2011	3754	OMAN, DEV ANAND	247152	2011	Sep	9/18/2011	1915	ATL	PHX	3	6	14.08333	4.03
9/16/2011	3754	OMAN, DEV ANAND	247152	2011	Sep	9/19/2011	1746	PHX	ATL	4	7		3.87
9/16/2011	3754	OMAN, DEV ANAND	247152	2011	Sep	9/19/2011	1286	ATL	LGA	4	8		2.12
9/22/2011	3794	OMAN, DEV ANAND	247152	2011	Sep	9/22/2011	386	JFK	PDX	4	1	11.01667	6.38
9/22/2011	3794	OMAN, DEV ANAND	247152	2011	Sep	9/23/2011	1231	PDX	SLC	1	2		1.87
9/22/2011	3794	OMAN, DEV ANAND	247152	2011	Sep	9/23/2011	2241	SLC	LAX	1	3		1.77
9/22/2011	3794	OMAN, DEV ANAND	247152	2011	Sep	9/23/2011	1568	LAX	MSP	1	4	11.36667	3.75
9/22/2011	3794	OMAN, DEV ANAND	247152	2011	Sep	9/24/2011	2134	MSP	PHX	2	5		2.78
9/22/2011	3794	OMAN, DEV ANAND	247152	2011	Sep	9/24/2011	1720	PHX	SLC	2	6	25.31667	1.43
9/22/2011	3794	OMAN, DEV ANAND	247152	2011	Sep	9/25/2011	1957	SLC	SEA	3	7		2.03
9/22/2011	3794	OMAN, DEV ANAND	247152	2011	Sep	9/25/2011	1642	SEA	JFK	3	8		5.30
9/27/2011	3791	OMAN, DEV ANAND	247152	2011	Sep	9/27/2011	1643	JFK	SEA	3	1	11.35	6.77
9/27/2011	3791	OMAN, DEV ANAND	247152	2011	Sep	9/28/2011	1857	SEA	SLC	1	2		1.82
9/27/2011	3791	OMAN, DEV ANAND	247152	2011	Sep	9/28/2011	1770	SLC	MSP	1	3	12.78333	2.50
9/27/2011	3791	OMAN, DEV ANAND	247152	2011	Sep	9/29/2011	993	MSP	PDX	2	4	19.28333	3.47
9/27/2011	3791	OMAN, DEV ANAND	247152	2011	Sep	9/30/2011	1831	PDX	SLC	3	5	10.93333	1.83
9/27/2011	3791	OMAN, DEV ANAND	247152	2011	Sep	9/30/2011	1957	SLC	SEA	4	6		1.88

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9/27/2011	3791	OMAN, DEV ANAND	247152	2011	Sep	9/30/2011	1642	SEA	JFK	4	7		5.22
10/9/2011	3886	OMAN, DEV ANAND	247152	2011	Oct	10/9/2011	95	JFK	SLC	4	1		4.57
10/9/2011	3886	OMAN, DEV ANAND	247152	2011	Oct	10/9/2011	1582	SLC	PDX	1	2	19.78333	1.95
10/9/2011	3886	OMAN, DEV ANAND	247152	2011	Oct	10/10/2011	952	PDX	SLC	2	3		1.62
10/9/2011	3886	OMAN, DEV ANAND	247152	2011	Oct	10/10/2011	1002	SLC	JFK	2	4		4.38
11/11/2011	4507	OMAN, DEV ANAND	247152	2011	Nov	11/11/2011	1947	LGA	ATL	2	1		2.37
11/11/2011	4507	OMAN, DEV ANAND	247152	2011	Nov	11/11/2011	1838	ATL	DCA	1	2		1.82
11/11/2011	4507	OMAN, DEV ANAND	247152	2011	Nov	11/11/2011	1463	DCA	MSP	1	3	11.7	2.55
11/11/2011	4507	OMAN, DEV ANAND	247152	2011	Nov	11/12/2011	1708	MSP	DEN	2	4	22.3	2.58
11/11/2011	4507	OMAN, DEV ANAND	247152	2011	Nov	11/13/2011	1272	DEN	MSP	3	5		1.82
11/11/2011	4507	OMAN, DEV ANAND	247152	2011	Nov	11/13/2011	999	MSP	PHX	3	6	10.48333	3.58
11/11/2011	4507	OMAN, DEV ANAND	247152	2011	Nov	11/14/2011	846	PHX	ATL	4	7		3.28
11/11/2011	4507	OMAN, DEV ANAND	247152	2011	Nov	11/14/2011	486	ATL	LGA	4	8		2.18
11/23/2011	30018	OMAN, DEV ANAND	247152	2011	Nov	11/23/2011	926	EWR	ATL	4	1		2.18
11/23/2011	30018	OMAN, DEV ANAND	247152	2011	Nov	11/23/2011	1441	ATL	CLT	1	2	12.91667	0.98
11/23/2011	30018	OMAN, DEV ANAND	247152	2011	Nov	11/24/2011	2133	CLT	DTW	2	3		1.73
11/23/2011	30018	OMAN, DEV ANAND	247152	2011	Nov	11/24/2011	5	DTW	LAX	2	4	13.86667	4.92
11/23/2011	30018	OMAN, DEV ANAND	247152	2011	Nov	11/25/2011	1920	LAX	MEM	3	5		3.57
11/23/2011	30018	OMAN, DEV ANAND	247152	2011	Nov	11/25/2011	1974	MEM	ATL	3	6		1.25
11/23/2011	30018	OMAN, DEV ANAND	247152	2011	Nov	11/25/2011	1485	ATL	MCO	3	7	12.26667	1.43
11/23/2011	30018	OMAN, DEV ANAND	247152	2011	Nov	11/26/2011	8772	MCO	BOS	4	8		2.95
11/23/2011	30018	OMAN, DEV ANAND	247152	2011	Nov	11/26/2011	187	BOS	DTW	4	9		2.07
11/23/2011	30018	OMAN, DEV ANAND	247152	2011	Nov	11/26/2011	1046	DTW	CLT	4	10	11.96667	1.77
11/23/2011	30018	OMAN, DEV ANAND	247152	2011	Nov	11/27/2011	834	CLT	MSP	5	11		2.50
11/23/2011	30018	OMAN, DEV ANAND	247152	2011	Nov	11/27/2011	2098	MSP	EWR	5	12		2.72
12/2/2011	4300	OMAN, DEV ANAND	247152	2011	Dec	12/2/2011	2247	LGA	ATL	5	1		2.75
12/2/2011	4300	OMAN, DEV ANAND	247152	2011	Dec	12/2/2011	2293	ATL	ELP	1	2	33.93333	3.32
12/2/2011	4300	OMAN, DEV ANAND	247152	2011	Dec	12/4/2011	851	ELP	ATL	2	3		3.08
12/2/2011	4300	OMAN, DEV ANAND	247152	2011	Dec	12/4/2011	2015	ATL	LAS	2	4	16.15	4.62
12/2/2011	4300	OMAN, DEV ANAND	247152	2011	Dec	12/5/2011	28	LAS	ATL	3	5		4.07
12/2/2011	4300	OMAN, DEV ANAND	247152	2011	Dec	12/5/2011	1096	ATL	RSW	3	6		1.65
12/2/2011	4300	OMAN, DEV ANAND	247152	2011	Dec	12/5/2011	1096	RSW	ATL	3	7	11.28333	1.70
12/2/2011	4300	OMAN, DEV ANAND	247152	2011	Dec	12/6/2011	1586	ATL	LGA	4	8		2.30
12/10/2011	4296	OMAN, DEV ANAND	247152	2011	Dec	12/10/2011	2389	JFK	DEN	4	1	12.15	3.93
12/10/2011	4296	OMAN, DEV ANAND	247152	2011	Dec	12/11/2011	1716	DEN	ATL	1	2		2.90
12/10/2011	4296	OMAN, DEV ANAND	247152	2011	Dec	12/11/2011	743	ATL	RDU	1	3	12.66667	1.33
12/10/2011	4296	OMAN, DEV ANAND	247152	2011	Dec	12/12/2011	1165	RDU	ATL	2	4		1.80
12/10/2011	4296	OMAN, DEV ANAND	247152	2011	Dec	12/12/2011	1233	ATL	ORF	2	5	19.13333	1.45
12/10/2011	4296	OMAN, DEV ANAND	247152	2011	Dec	12/13/2011	1183	ORF	ATL	3	6		1.90
12/10/2011	4296	OMAN, DEV ANAND	247152	2011	Dec	12/13/2011	2267	ATL	SAN	3	7	18.88333	4.93
12/10/2011	4296	OMAN, DEV ANAND	247152	2011	Dec	12/14/2011	210	SAN	JFK	4	8		5.18
1/1/2012	3895	OMAN, DEV ANAND	247152	2012	Jan	1/1/2012	1529	JFK	LAS	4	1	17.85	5.72

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Rotation Date	Rotation Number	Name	Emp Num	Year	Month	Flight Date	Flight Num	From	To	Duty Period	Leg Number	Layover Time	Block
1/1/2012	3895	OMAN, DEV ANAND	247152	2012	Jan	1/2/2012	1550	LAS	MSP	1	2	3.32	
1/1/2012	3895	OMAN, DEV ANAND	247152	2012	Jan	1/2/2012	1781	MSP	ATL	1	3	2.27	
1/1/2012	3895	OMAN, DEV ANAND	247152	2012	Jan	1/2/2012	75	ATL	DTW	1	4	19.88333	2.13
1/1/2012	3895	OMAN, DEV ANAND	247152	2012	Jan	1/3/2012	1217	DTW	LAS	2	5	4.47	
1/1/2012	3895	OMAN, DEV ANAND	247152	2012	Jan	1/3/2012	322	LAS	JFK	2	6	4.98	
1/14/2012	3836	OMAN, DEV ANAND	247152	2012	Jan	1/14/2012	867	LGA	ATL	2	1	2.40	
1/14/2012	3836	OMAN, DEV ANAND	247152	2012	Jan	1/14/2012	1229	ATL	PBI	1	2	18.38333	1.58
1/14/2012	3836	OMAN, DEV ANAND	247152	2012	Jan	1/15/2012	1034	PBI	ATL	2	3	2.23	
1/14/2012	3836	OMAN, DEV ANAND	247152	2012	Jan	1/15/2012	1286	ATL	LGA	2	4	2.13	
1/22/2012	3812	OMAN, DEV ANAND	247152	2012	Jan	1/22/2012	1673	LGA	MEM	2	1	2.75	
1/22/2012	3812	OMAN, DEV ANAND	247152	2012	Jan	1/22/2012	1008	MEM	ATL	1	2	1.35	
1/22/2012	3812	OMAN, DEV ANAND	247152	2012	Jan	1/22/2012	2175	ATL	CLE	1	3	17.4	1.60
1/22/2012	3812	OMAN, DEV ANAND	247152	2012	Jan	1/23/2012	8858	CLE	BNA	2	4	1.67	
1/22/2012	3812	OMAN, DEV ANAND	247152	2012	Jan	1/23/2012	1066	BNA	ATL	2	5	1.30	
1/22/2012	3812	OMAN, DEV ANAND	247152	2012	Jan	1/23/2012	469	ATL	ATL	2	6	0.77	
1/22/2012	3812	OMAN, DEV ANAND	247152	2012	Jan	1/23/2012	469	ATL	JAX	2	7	1.42	
1/22/2012	3812	OMAN, DEV ANAND	247152	2012	Jan	1/23/2012	758	JAX	ATL	2	8	12.36667	1.25
1/22/2012	3812	OMAN, DEV ANAND	247152	2012	Jan	1/24/2012	340	ATL	MSP	3	9	2.63	
1/22/2012	3812	OMAN, DEV ANAND	247152	2012	Jan	1/24/2012	881	MSP	DTW	3	10	1.72	
1/22/2012	3812	OMAN, DEV ANAND	247152	2012	Jan	1/24/2012	1548	DTW	LGA	3	11	1.75	
1/31/2012	3745	OMAN, DEV ANAND	247152	2012	Jan	1/31/2012	269	JFK	ATL	3	1	2.28	
1/31/2012	3745	OMAN, DEV ANAND	247152	2012	Jan	1/31/2012	1087	ATL	DAB	1	2	17.66667	1.20
1/31/2012	3745	OMAN, DEV ANAND	247152	2012	Feb	2/1/2012	1280	DAB	ATL	2	3	1.32	
1/31/2012	3745	OMAN, DEV ANAND	247152	2012	Feb	2/1/2012	2251	ATL	CLT	2	4	1.47	
1/31/2012	3745	OMAN, DEV ANAND	247152	2012	Feb	2/1/2012	2251	CLT	ATL	2	5	1.05	
1/31/2012	3745	OMAN, DEV ANAND	247152	2012	Feb	2/1/2012	335	ATL	CLT	2	6	1.18	
1/31/2012	3745	OMAN, DEV ANAND	247152	2012	Feb	2/1/2012	335	CLT	ATL	2	7	14.86667	1.83
1/31/2012	3745	OMAN, DEV ANAND	247152	2012	Feb	2/2/2012	1786	ATL	LGA	3	8	2.17	
1/31/2012	3745	OMAN, DEV ANAND	247152	2012	Feb	2/2/2012	1685	LGA	MCO	3	9	3.15	
1/31/2012	3745	OMAN, DEV ANAND	247152	2012	Feb	2/2/2012	1	MCO	JFK	3	10	2.42	
3/5/2012	349	OMAN, DEV ANAND	247152	2012	Mar	3/5/2012	629	DTW	NGO	3	1	65.06667	13.68
3/5/2012	349	OMAN, DEV ANAND	247152	2012	Mar	3/9/2012	630	NGO	DTW	1	2	11.57	
3/24/2012	4224	OMAN, DEV ANAND	247152	2012	Mar	3/24/2012	604	EWR	AMS	1	1	29.15	7.60
3/24/2012	4224	OMAN, DEV ANAND	247152	2012	Mar	3/26/2012	35	AMS	EWR	1	2	8.52	
4/7/2012	3551	OMAN, DEV ANAND	247152	2012	Apr	4/7/2012	485	EWR	ATL	1	1	2.57	
4/7/2012	3551	OMAN, DEV ANAND	247152	2012	Apr	4/7/2012	1281	ATL	MEM	1	2	1.35	
4/7/2012	3551	OMAN, DEV ANAND	247152	2012	Apr	4/7/2012	2199	MEM	MCO	1	3	10.91667	2.02
4/7/2012	3551	OMAN, DEV ANAND	247152	2012	Apr	4/8/2012	2276	MCO	LGA	2	4	2.48	
4/7/2012	3551	OMAN, DEV ANAND	247152	2012	Apr	4/8/2012	1945	LGA	MIA	2	5	22.16667	2.78
4/7/2012	3551	OMAN, DEV ANAND	247152	2012	Apr	4/9/2012	174	MIA	ATL	3	6	1.92	
4/7/2012	3551	OMAN, DEV ANAND	247152	2012	Apr	4/9/2012	1661	ATL	PHL	3	7	2.73	
4/7/2012	3551	OMAN, DEV ANAND	247152	2012	Apr	4/9/2012	1661	PHL	ATL	3	8	2.28	

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4/7/2012	3551	OMAN, DEV ANAND	247152	2012	Apr	4/9/2012	341	ATL	TYS	3	9	31.66667	1.05
4/7/2012	3551	OMAN, DEV ANAND	247152	2012	Apr	4/11/2012	991	TYS	ATL	4	10		0.92
4/7/2012	3551	OMAN, DEV ANAND	247152	2012	Apr	4/11/2012	1294	ATL	RDU	4	11		1.32
4/7/2012	3551	OMAN, DEV ANAND	247152	2012	Apr	4/11/2012	1294	RDU	ATL	4	12		1.28
4/7/2012	3551	OMAN, DEV ANAND	247152	2012	Apr	4/11/2012	2042	ATL	EWR	4	13		2.00

Rotation Date	Status	Rotation Number	Dupe	Name	Emp Num	Year	Month	Flight Date	Flight Num	From	To	Duty Period	Leg Number	Layover Time	Block
5/19/2012		3607	2	OMAN,DEV ANAND	41738300	2012	May	5/19/2012	1743	JFK	ATL	1	1	13.4	2.48
5/19/2012		3607	2	OMAN,DEV ANAND	41738300	2012	May	5/19/2012	1769	ATL	MCO	2	2	15.6	1.42
5/19/2012		3607	2	OMAN,DEV ANAND	41738300	2012	May	5/20/2012	1221	MCO	JFK	3	3	11.2	2.83
5/19/2012		3607	2	OMAN,DEV ANAND	41738300	2012	May	5/20/2012	2263	JFK	LAX	3	4	11.2	6.6
5/19/2012		3607	2	OMAN,DEV ANAND	41738300	2012	May	5/21/2012	2262	LAX	JFK	4	5	0	5.93
7/4/2012	SWP	3549	0	OMAN,DEV ANAND	41738300	2012	Jul	7/4/2012	383	JFK	GEO	1	1	24.6	5.78
7/4/2012	SWP	3549	0	OMAN,DEV ANAND	41738300	2012	Jul	7/5/2012	384	GEO	JFK	2	2	0	5.85
8/3/2012	SWP	3547	2	OMAN,DEV ANAND	41738300	2012	Aug	8/3/2012	383	JFK	GEO	1	1	23.8	5.78
8/3/2012	SWP	3547	2	OMAN,DEV ANAND	41738300	2012	Aug	8/4/2012	384	GEO	JFK	2	2	0	5.85
8/7/2012	ADV	5881	0	OMAN,DEV ANAND	41738300	2012	Aug	8/7/2012	355	DTW	MCI	1	2	9.6	2.03
8/7/2012	ADV	5881	0	OMAN,DEV ANAND	41738300	2012	Aug	8/7/2012	355	MCI	DTW	1	3	9.6	1.95
8/7/2012	ADV	5881	0	OMAN,DEV ANAND	41738300	2012	Aug	8/7/2012	869	EWR	DTW	1	1	9.6	1.98
8/7/2012	ADV	5881	0	OMAN,DEV ANAND	41738300	2012	Aug	8/7/2012	1510	DTW	BDL	1	4	9.6	1.75
8/7/2012	ADV	5881	0	OMAN,DEV ANAND	41738300	2012	Aug	8/8/2012	1065	BDL	ATL	2	5	17.1	2.43
8/7/2012	ADV	5881	0	OMAN,DEV ANAND	41738300	2012	Aug	8/8/2012	1224	ATL	BHM	2	6	17.1	1.02
8/7/2012	ADV	5881	0	OMAN,DEV ANAND	41738300	2012	Aug	8/9/2012	401	ATL	EWR	3	8	0	2.45
8/7/2012	ADV	5881	0	OMAN,DEV ANAND	41738300	2012	Aug	8/9/2012	667	BHM	ATL	3	7	0	0.95
8/10/2012		5049	0	OMAN,DEV ANAND	41738300	2012	Aug	8/10/2012	1902	LGA	PBI	1	1	0	3.15
8/10/2012		5049	0	OMAN,DEV ANAND	41738300	2012	Aug	8/10/2012	9834	PBI	LGA	1	2	0	2.87
8/11/2012		5040	0	OMAN,DEV ANAND	41738300	2012	Aug	8/11/2012	1204	MSY	LGA	1	2	0	3.18
8/11/2012		5040	0	OMAN,DEV ANAND	41738300	2012	Aug	8/11/2012	1705	LGA	MSY	1	1	0	3.33
8/12/2012		5039	0	OMAN,DEV ANAND	41738300	2012	Aug	8/12/2012	1204	MSY	LGA	1	2	0	3.18
8/12/2012		5039	0	OMAN,DEV ANAND	41738300	2012	Aug	8/12/2012	1705	LGA	MSY	1	1	0	3.25
8/16/2012		3024	0	OMAN,DEV ANAND	41738300	2012	Aug	8/16/2012	461	LGA	ATL	1	1	19.9	2.33
8/16/2012		3024	0	OMAN,DEV ANAND	41738300	2012	Aug	8/16/2012	2026	ATL	FLL	1	2	19.9	2.03
8/16/2012		3024	0	OMAN,DEV ANAND	41738300	2012	Aug	8/17/2012	813	DEN	LGA	2	5	0	4.53
8/16/2012		3024	0	OMAN,DEV ANAND	41738300	2012	Aug	8/17/2012	1017	ATL	DEN	2	4	0	3.18
8/16/2012		3024	0	OMAN,DEV ANAND	41738300	2012	Aug	8/17/2012	2326	FLL	ATL	2	3	0	1.75
8/19/2012		3636	0	OMAN,DEV ANAND	41738300	2012	Aug	8/19/2012	1063	JFK	LAX	1	1	18.5	6.07
8/19/2012		3636	0	OMAN,DEV ANAND	41738300	2012	Aug	8/19/2012	1568	LAX	MSP	1	2	18.5	3.7
8/19/2012		3636	0	OMAN,DEV ANAND	41738300	2012	Aug	8/20/2012	1605	MSP	SFO	2	3	0	4.17
8/19/2012		3636	0	OMAN,DEV ANAND	41738300	2012	Aug	8/20/2012	2340	SFO	JFK	2	4	0	5.4
9/7/2012	SWP	1098	0	OMAN,DEV ANAND	41738300	2012	Sep	9/7/2012	26	JFK	ACC	1	1	24	11
9/7/2012	SWP	1098	0	OMAN,DEV ANAND	41738300	2012	Sep	9/9/2012	26	ACC	ROB	2	2	48.1	2
9/7/2012	SWP	1098	0	OMAN,DEV ANAND	41738300	2012	Sep	9/9/2012	27	ROB	ACC	2	3	48.1	2.17
9/7/2012	SWP	1098	0	OMAN,DEV ANAND	41738300	2012	Sep	9/11/2012	27	ACC	JFK	3	4	0	10.92
9/16/2012		5034	0	OMAN,DEV ANAND	41738300	2012	Sep	9/16/2012	2098	LGA	MIA	1	1	0	3.1
9/16/2012		5034	0	OMAN,DEV ANAND	41738300	2012	Sep	9/16/2012	2098	MIA	LGA	1	2	0	3.18
9/20/2012		3553	0	OMAN,DEV ANAND	41738300	2012	Sep	9/20/2012	383	JFK	GEO	1	1	24.4	5.92
9/20/2012		3553	0	OMAN,DEV ANAND	41738300	2012	Sep	9/21/2012	384	GEO	JFK	2	2	0	5.75
10/7/2012		3014	0	OMAN,DEV ANAND	41738300	2012	Oct	10/7/2012	461	LGA	ATL	1	1	11.6	2.57
10/7/2012		3014	0	OMAN,DEV ANAND	41738300	2012	Oct	10/7/2012	1018	ATL	MSY	1	2	11.6	1.67

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Rotation Date	Status	Rotation Number	Dupe	Name	Emp Num	Year	Month	Flight Date	Flight Num	From	To	Duty Period	Leg Number	Layover Time	Block
10/7/2012		3014	0	OMAN,DEV ANAND	41738300	2012	Oct	10/7/2012	1018	MSY	ATL	1	3	11.6	1.52
10/7/2012		3014	0	OMAN,DEV ANAND	41738300	2012	Oct	10/7/2012	1034	ATL	PBI	1	4	11.6	1.83
10/7/2012		3014	0	OMAN,DEV ANAND	41738300	2012	Oct	10/8/2012	1686	ATL	LGA	2	6	0	2.37
10/7/2012		3014	0	OMAN,DEV ANAND	41738300	2012	Oct	10/8/2012	2271	PBI	ATL	2	5	0	1.85
10/10/2012		5090	0	OMAN,DEV ANAND	41738300	2012	Oct	10/10/2012	731	LGA	DTW	1	1	13.5	1.92
10/10/2012		5090	0	OMAN,DEV ANAND	41738300	2012	Oct	10/10/2012	1359	DTW	TPA	1	2	13.5	2.58
10/10/2012		5090	0	OMAN,DEV ANAND	41738300	2012	Oct	10/10/2012	1781	MSP	ATL	1	4	13.5	2.42
10/10/2012		5090	0	OMAN,DEV ANAND	41738300	2012	Oct	10/10/2012	2182	TPA	MSP	1	3	13.5	3.33
10/10/2012		5090	0	OMAN,DEV ANAND	41738300	2012	Oct	10/11/2012	2073	ATL	MIA	2	5	24.3	1.95
10/10/2012		5090	0	OMAN,DEV ANAND	41738300	2012	Oct	10/12/2012	118	MIA	JFK	3	6	0	2.97
10/10/2012		5090	0	OMAN,DEV ANAND	41738300	2012	Oct	10/12/2012	1411	JFK	FLL	3	7	0	3.38
10/10/2012		5090	0	OMAN,DEV ANAND	41738300	2012	Oct	10/12/2012	1514	FLL	LGA	3	8	0	3.27
11/25/2012	SWP	1036	0	OMAN,DEV ANAND	41738300	2012	Nov	11/25/2012	106	JFK	FRA	1	1	25.9	8.42
11/25/2012	SWP	1036	0	OMAN,DEV ANAND	41738300	2012	Nov	11/27/2012	107	FRA	JFK	2	2	0	9.08
12/19/2012		5075	0	OMAN,DEV ANAND	41738300	2012	Dec	12/19/2012	895	FLL	LGA	1	2	0	2.9
12/19/2012		5075	0	OMAN,DEV ANAND	41738300	2012	Dec	12/19/2012	2079	LGA	FLL	1	1	0	3.22
12/21/2012	SWP	3570	0	OMAN,DEV ANAND	41738300	2012	Dec	12/21/2012	383	JFK	GEO	1	1	24.3	5.65
12/21/2012	SWP	3570	0	OMAN,DEV ANAND	41738300	2012	Dec	12/22/2012	384	GEO	JFK	2	2	0	6.05
1/11/2013	SWP	3646	0	OMAN,DEV ANAND	41738300	2013	Jan	1/11/2013	383	JFK	GEO	1	1	48.4	5.65
1/11/2013	SWP	3646	0	OMAN,DEV ANAND	41738300	2013	Jan	1/13/2013	384	GEO	JFK	2	2	0	6
1/21/2013	SWP	Q035	0	OMAN,DEV ANAND	41738300	2013	Jan	1/21/2013	86	JFK	VCE	1	1	49.2	8.58
1/21/2013	SWP	Q035	0	OMAN,DEV ANAND	41738300	2013	Jan	1/24/2013	87	VCE	JFK	2	2	0	9.67
1/30/2013	SWP	1501	0	OMAN,DEV ANAND	41738300	2013	Jan	1/30/2013	184	JFK	CDG	1	1	24.5	15.17
1/30/2013	SWP	1501	0	OMAN,DEV ANAND	41738300	2013	Feb	2/1/2013	185	CDG	JFK	2	2	0	17.67
2/2/2013		3654	0	OMAN,DEV ANAND	41738300	2013	Feb	2/2/2013	1415	JFK	SLC	1	1	14.5	5.58
2/2/2013		3654	0	OMAN,DEV ANAND	41738300	2013	Feb	2/2/2013	1783	SLC	LAS	1	2	14.5	1.47
2/2/2013		3654	0	OMAN,DEV ANAND	41738300	2013	Feb	2/3/2013	916	LAS	DTW	2	3	18.4	3.98
2/2/2013		3654	0	OMAN,DEV ANAND	41738300	2013	Feb	2/4/2013	160	MIA	JFK	3	5	0	2.93
2/2/2013		3654	0	OMAN,DEV ANAND	41738300	2013	Feb	2/4/2013	1829	DTW	MIA	3	4	0	3.28
2/10/2013	SWP	5610	2	OMAN,DEV ANAND	41738300	2013	Feb	2/10/2013	395	JFK	BOG	1	1	24.2	6.33
2/10/2013	SWP	5610	2	OMAN,DEV ANAND	41738300	2013	Feb	2/11/2013	396	BOG	JFK	2	2	0	6.02
2/13/2013		3661	0	OMAN,DEV ANAND	41738300	2013	Feb	2/13/2013	1415	JFK	SLC	1	1	13.3	5.58
2/13/2013		3661	0	OMAN,DEV ANAND	41738300	2013	Feb	2/13/2013	1434	SLC	PHX	1	2	13.3	1.7
2/13/2013		3661	0	OMAN,DEV ANAND	41738300	2013	Feb	2/14/2013	1626	ATL	FLL	2	4	12.8	2.32
2/13/2013		3661	0	OMAN,DEV ANAND	41738300	2013	Feb	2/14/2013	2046	PHX	ATL	2	3	12.8	3.55
2/13/2013		3661	0	OMAN,DEV ANAND	41738300	2013	Feb	2/15/2013	2185	FLL	JFK	3	5	0	2.88
2/18/2013	SWP	3886	0	OMAN,DEV ANAND	41738300	2013	Feb	2/18/2013	383	JFK	GEO	1	1	71.8	6.07
2/18/2013	SWP	3886	0	OMAN,DEV ANAND	41738300	2013	Feb	2/21/2013	384	GEO	JFK	2	2	0	6.15
3/9/2013		5036	0	OMAN,DEV ANAND	41738300	2013	Mar	3/9/2013	1902	LGA	PBI	1	1	0	3.18
3/9/2013		5036	0	OMAN,DEV ANAND	41738300	2013	Mar	3/9/2013	1902	PBI	LGA	1	2	0	2.95
3/10/2013	SWP	5617	0	OMAN,DEV ANAND	41738300	2013	Mar	3/10/2013	395	JFK	BOG	1	1	24.3	6.32
3/10/2013	SWP	5617	0	OMAN,DEV ANAND	41738300	2013	Mar	3/11/2013	396	BOG	JFK	2	2	0	6.02

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Rotation Date	Status	Rotation Number	Dupe	Name	Emp Num	Year	Month	Flight Date	Flight Num	From	To	Duty Period	Leg Number	Layover Time	Block
3/12/2013	SWP	1095	0	OMAN,DEV ANAND	41738300	2013	Mar	3/12/2013	92	JFK	DUB	1	1	24.2	6.75
3/12/2013	SWP	1095	0	OMAN,DEV ANAND	41738300	2013	Mar	3/14/2013	91	DUB	JFK	2	2	0	7.67
3/16/2013	MTO	Q014	0	OMAN,DEV ANAND	41738300	2013	Mar	3/16/2013	160	JFK	MXP	1	1	25.1	8.48
3/16/2013	MTO	Q014	0	OMAN,DEV ANAND	41738300	2013	Mar	3/18/2013	161	MXP	JFK	2	2	0	9.5
3/20/2013	SWP	1119	0	OMAN,DEV ANAND	41738300	2013	Mar	3/20/2013	26	JFK	ACC	1	1	25.2	10.17
3/20/2013	SWP	1119	0	OMAN,DEV ANAND	41738300	2013	Mar	3/22/2013	26	ACC	ROB	2	2	24.5	2.08
3/20/2013	SWP	1119	0	OMAN,DEV ANAND	41738300	2013	Mar	3/22/2013	27	ROB	ACC	2	3	24.5	2.08
3/20/2013	SWP	1119	0	OMAN,DEV ANAND	41738300	2013	Mar	3/23/2013	27	ACC	JFK	3	4	0	11.75
4/5/2013	SWP	1029	0	OMAN,DEV ANAND	41738300	2013	Apr	4/5/2013	126	JFK	MAD	1	1	24.7	7.75
4/5/2013	SWP	1029	0	OMAN,DEV ANAND	41738300	2013	Apr	4/7/2013	127	MAD	JFK	2	2	0	8.4
4/9/2013	SWP	5617	0	OMAN,DEV ANAND	41738300	2013	Apr	4/9/2013	395	JFK	BOG	1	1	24.3	6.32
4/9/2013	SWP	5617	0	OMAN,DEV ANAND	41738300	2013	Apr	4/10/2013	396	BOG	JFK	2	2	0	5.98
4/11/2013	P/U	Q078	0	OMAN,DEV ANAND	41738300	2013	Apr	4/11/2013	26	JFK	ACC	1	1	56.1	10.5
4/11/2013	P/U	Q078	0	OMAN,DEV ANAND	41738300	2013	Apr	4/14/2013	27	ACC	JFK	2	2	0	11.25
4/17/2013		5340	2	OMAN,DEV ANAND	41738300	2013	Apr	4/17/2013	2219	LGA	MSP	1	1	9.4	3.6
4/17/2013		5340	2	OMAN,DEV ANAND	41738300	2013	Apr	4/17/2013	2371	MSP	SMF	1	2	9.4	3.92
4/17/2013		5340	2	OMAN,DEV ANAND	41738300	2013	Apr	4/18/2013	2162	SMF	SLC	2	3	16.9	1.63
4/17/2013		5340	2	OMAN,DEV ANAND	41738300	2013	Apr	4/18/2013	2389	SLC	SMF	2	4	16.9	1.87
4/17/2013		5340	2	OMAN,DEV ANAND	41738300	2013	Apr	4/19/2013	2162	SMF	SLC	3	5	0	1.63
4/17/2013		5340	2	OMAN,DEV ANAND	41738300	2013	Apr	4/19/2013	2190	SLC	JFK	3	6	0	4.92
4/20/2013		5043	0	OMAN,DEV ANAND	41738300	2013	Apr	4/20/2013	1352	MIA	LGA	1	2	0	3.12
4/20/2013		5043	0	OMAN,DEV ANAND	41738300	2013	Apr	4/20/2013	2175	LGA	MIA	1	1	0	3.62
4/23/2013	P/U	Q079	0	OMAN,DEV ANAND	41738300	2013	Apr	4/23/2013	26	JFK	ACC	1	1	24.5	10.5
4/23/2013	P/U	Q079	0	OMAN,DEV ANAND	41738300	2013	Apr	4/25/2013	26	ACC	ROB	2	2	24.3	2.08
4/23/2013	P/U	Q079	0	OMAN,DEV ANAND	41738300	2013	Apr	4/25/2013	27	ROB	ACC	2	3	24.3	2.08
4/23/2013	P/U	Q079	0	OMAN,DEV ANAND	41738300	2013	Apr	4/26/2013	27	ACC	JFK	3	4	0	11.25
5/7/2013	SWP	1095	0	OMAN,DEV ANAND	41738300	2013	May	5/7/2013	26	JFK	ACC	1	1	24.2	10.58
5/7/2013	SWP	1095	0	OMAN,DEV ANAND	41738300	2013	May	5/9/2013	26	ACC	ROB	2	2	24.5	2
5/7/2013	SWP	1095	0	OMAN,DEV ANAND	41738300	2013	May	5/9/2013	27	ROB	ACC	2	3	24.5	2.08
5/7/2013	SWP	1095	0	OMAN,DEV ANAND	41738300	2013	May	5/10/2013	27	ACC	JFK	3	4	0	11.33
5/12/2013		5262	0	OMAN,DEV ANAND	41738300	2013	May	5/12/2013	373	LGA	NAS	1	1	32.8	3.43
5/12/2013		5262	0	OMAN,DEV ANAND	41738300	2013	May	5/12/2013	378	NAS	ATL	1	2	32.8	2.33
5/12/2013		5262	0	OMAN,DEV ANAND	41738300	2013	May	5/12/2013	1036	ATL	MHT	1	3	32.8	2.65
5/12/2013		5262	0	OMAN,DEV ANAND	41738300	2013	May	5/14/2013	1103	ATL	SRQ	2	5	0	1.57
5/12/2013		5262	0	OMAN,DEV ANAND	41738300	2013	May	5/14/2013	1283	MHT	ATL	2	4	0	2.8
5/12/2013		5262	0	OMAN,DEV ANAND	41738300	2013	May	5/14/2013	2437	SRQ	LGA	2	6	0	2.93
5/17/2013	SWP	1049	2	OMAN,DEV ANAND	41738300	2013	May	5/17/2013	246	JFK	FCO	1	1	24.6	9
5/17/2013	SWP	1049	2	OMAN,DEV ANAND	41738300	2013	May	5/19/2013	245	FCO	JFK	2	2	0	9.75
5/21/2013	ADV	3643	0	OMAN,DEV ANAND	41738300	2013	May	5/21/2013	1643	JFK	SEA	1	1	23.3	6.47
5/21/2013	ADV	3643	0	OMAN,DEV ANAND	41738300	2013	May	5/22/2013	1542	SEA	JFK	2	2	0	5.58
5/25/2013	SWP	1013	2	OMAN,DEV ANAND	41738300	2013	May	5/25/2013	160	JFK	MXP	1	1	25.2	8.42
5/25/2013	SWP	1013	2	OMAN,DEV ANAND	41738300	2013	May	5/27/2013	161	MXP	JFK	2	2	0	8.92

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Rotation Date	Status	Rotation Number	Dupe	Name	Emp Num	Year	Month	Flight Date	Flight Num	From	To	Duty Period	Leg Number	Layover Time	Block
5/30/2013		5259	0	OMAN,DEV ANAND	41738300	2013	May	5/30/2013	373	LGA	NAS	1	1	32.6	3.43
5/30/2013		5259	0	OMAN,DEV ANAND	41738300	2013	May	5/30/2013	378	NAS	ATL	1	2	32.6	2.27
5/30/2013		5259	0	OMAN,DEV ANAND	41738300	2013	May	5/30/2013	1036	ATL	MHT	1	3	32.6	2.65
5/30/2013		5259	0	OMAN,DEV ANAND	41738300	2013	Jun	6/1/2013	954	FLL	LGA	2	6	0	3.03
5/30/2013		5259	0	OMAN,DEV ANAND	41738300	2013	Jun	6/1/2013	1283	MHT	ATL	2	4	0	2.78
5/30/2013		5259	0	OMAN,DEV ANAND	41738300	2013	Jun	6/1/2013	1827	ATL	FLL	2	5	0	1.92
6/7/2013	SWP	1109	0	OMAN,DEV ANAND	41738300	2013	Jun	6/7/2013	162	JFK	AGP	1	1	22.9	7.83
6/7/2013	SWP	1109	0	OMAN,DEV ANAND	41738300	2013	Jun	6/9/2013	163	AGP	JFK	2	2	0	8.65
6/13/2013	SWP	1145	0	OMAN,DEV ANAND	41738300	2013	Jun	6/14/2013	26	JFK	ACC	1	1	54	10.8
6/13/2013	SWP	1145	0	OMAN,DEV ANAND	41738300	2013	Jun	6/16/2013	27	ACC	JFK	2	2	0	10.92
6/17/2013	SWP	1060	0	OMAN,DEV ANAND	41738300	2013	Jun	6/17/2013	118	JFK	CPH	1	1	23.9	8.25
6/17/2013	SWP	1060	0	OMAN,DEV ANAND	41738300	2013	Jun	6/19/2013	119	CPH	JFK	2	2	0	8.33
6/22/2013	SWP	T011	0	OMAN,DEV ANAND	41738300	2013	Jun	6/22/2013	173	JFK	NRT	1	1	26	13.63
6/22/2013	SWP	T011	0	OMAN,DEV ANAND	41738300	2013	Jun	6/24/2013	96	NRT	GUM	2	2	14.3	3.83
6/22/2013	SWP	T011	0	OMAN,DEV ANAND	41738300	2013	Jun	6/25/2013	288	NRT	SPN	3	4	28.5	3.5
6/22/2013	SWP	T011	0	OMAN,DEV ANAND	41738300	2013	Jun	6/25/2013	649	GUM	NRT	3	3	28.5	4
6/22/2013	SWP	T011	0	OMAN,DEV ANAND	41738300	2013	Jun	6/27/2013	287	SPN	NRT	4	5	28.6	3.58
6/22/2013	SWP	T011	0	OMAN,DEV ANAND	41738300	2013	Jun	6/28/2013	172	NRT	JFK	5	6	0	12.88
7/4/2013		1074	0	OMAN,DEV ANAND	41738300	2013	Jul	7/4/2013	26	JFK	ACC	1	1	54.8	10.78
7/4/2013		1074	0	OMAN,DEV ANAND	41738300	2013	Jul	7/7/2013	27	ACC	JFK	2	2	0	10.83
7/12/2013		3608	0	OMAN,DEV ANAND	41738300	2013	Jul	7/12/2013	304	MBJ	ATL	1	2	11	3.13
7/12/2013		3608	0	OMAN,DEV ANAND	41738300	2013	Jul	7/12/2013	719	JFK	MBJ	1	1	11	3.87
7/12/2013		3608	0	OMAN,DEV ANAND	41738300	2013	Jul	7/12/2013	2458	ATL	IND	1	3	11	1.68
7/12/2013		3608	0	OMAN,DEV ANAND	41738300	2013	Jul	7/13/2013	361	ATL	MBJ	2	5	0	3
7/12/2013		3608	0	OMAN,DEV ANAND	41738300	2013	Jul	7/13/2013	718	MBJ	JFK	2	6	0	3.97
7/12/2013		3608	0	OMAN,DEV ANAND	41738300	2013	Jul	7/13/2013	796	IND	ATL	2	4	0	1.52
7/21/2013		3018	0	OMAN,DEV ANAND	41738300	2013	Jul	7/21/2013	461	LGA	ATL	1	1	17.6	2.4
7/21/2013		3018	0	OMAN,DEV ANAND	41738300	2013	Jul	7/21/2013	1258	ATL	JAX	1	2	17.6	1.12
7/21/2013		3018	0	OMAN,DEV ANAND	41738300	2013	Jul	7/22/2013	1136	ATL	RSW	2	6	12.7	1.77
7/21/2013		3018	0	OMAN,DEV ANAND	41738300	2013	Jul	7/22/2013	1138	ATL	DCA	2	4	12.7	1.87
7/21/2013		3018	0	OMAN,DEV ANAND	41738300	2013	Jul	7/22/2013	1139	DCA	ATL	2	5	12.7	1.8
7/21/2013		3018	0	OMAN,DEV ANAND	41738300	2013	Jul	7/22/2013	1517	JAX	ATL	2	3	12.7	1.08
7/21/2013		3018	0	OMAN,DEV ANAND	41738300	2013	Jul	7/23/2013	720	RSW	ATL	3	7	0	1.68
7/21/2013		3018	0	OMAN,DEV ANAND	41738300	2013	Jul	7/23/2013	802	ATL	LGA	3	10	0	2.42
7/21/2013		3018	0	OMAN,DEV ANAND	41738300	2013	Jul	7/23/2013	2025	ATL	BWI	3	8	0	1.87
7/21/2013		3018	0	OMAN,DEV ANAND	41738300	2013	Jul	7/23/2013	2025	BWI	ATL	3	9	0	1.82
8/11/2013		1077	0	OMAN,DEV ANAND	41738300	2013	Aug	8/11/2013	70	JFK	AMS	1	1	21.7	8.13
8/11/2013		1077	0	OMAN,DEV ANAND	41738300	2013	Aug	8/13/2013	71	AMS	JFK	2	2	0	8.93
8/15/2013	SWP	1120	2	OMAN,DEV ANAND	41738300	2013	Aug	8/15/2013	26	JFK	ACC	1	1	55.3	10.78
8/15/2013	SWP	1120	2	OMAN,DEV ANAND	41738300	2013	Aug	8/18/2013	27	ACC	JFK	2	2	0	10.83
8/31/2013	SWP	1087	0	OMAN,DEV ANAND	41738300	2013	Aug	8/31/2013	216	JFK	DKR	1	1	24.5	8.27
8/31/2013	SWP	1087	0	OMAN,DEV ANAND	41738300	2013	Sep	9/2/2013	217	DKR	JFK	2	2	0	8.28

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Rotation Date	Status	Rotation Number	Dupe	Name	Emp Num	Year	Month	Flight Date	Flight Num	From	To	Duty Period	Leg Number	Layover Time	Block
9/7/2013	ESCL	1106	3	OMAN,DEV ANAND	41738300	2013	Sep	9/7/2013	26	JFK	ACC	1	1	56.2	10.72
9/7/2013	ESCL	1106	3	OMAN,DEV ANAND	41738300	2013	Sep	9/10/2013	27	ACC	JFK	2	2	0	11
9/13/2013		5231	0	OMAN,DEV ANAND	41738300	2013	Sep	9/13/2013	831	LGA	DTW	1	1	20.5	1.98
9/13/2013		5231	0	OMAN,DEV ANAND	41738300	2013	Sep	9/13/2013	1323	ATL	SAV	1	4	20.5	1.17
9/13/2013		5231	0	OMAN,DEV ANAND	41738300	2013	Sep	9/13/2013	1598	DTW	MKE	1	2	20.5	1.17
9/13/2013		5231	0	OMAN,DEV ANAND	41738300	2013	Sep	9/13/2013	2475	MKE	ATL	1	3	20.5	1.95
9/13/2013		5231	0	OMAN,DEV ANAND	41738300	2013	Sep	9/14/2013	1953	ATL	DSM	2	6	13.5	2.23
9/13/2013		5231	0	OMAN,DEV ANAND	41738300	2013	Sep	9/14/2013	1983	SAV	ATL	2	5	13.5	1.2
9/13/2013		5231	0	OMAN,DEV ANAND	41738300	2013	Sep	9/15/2013	986	ATL	LGA	3	10	0	2.3
9/13/2013		5231	0	OMAN,DEV ANAND	41738300	2013	Sep	9/15/2013	1057	DSM	ATL	3	7	0	1.98
9/13/2013		5231	0	OMAN,DEV ANAND	41738300	2013	Sep	9/15/2013	2195	ATL	MLB	3	8	0	1.6
9/13/2013		5231	0	OMAN,DEV ANAND	41738300	2013	Sep	9/15/2013	2195	MLB	ATL	3	9	0	1.63
9/18/2013		5350	0	OMAN,DEV ANAND	41738300	2013	Sep	9/18/2013	181	LGA	DTW	1	1	19.5	2.2
9/18/2013		5350	0	OMAN,DEV ANAND	41738300	2013	Sep	9/18/2013	393	ORD	ATL	1	3	19.5	1.93
9/18/2013		5350	0	OMAN,DEV ANAND	41738300	2013	Sep	9/18/2013	1079	ATL	MHT	1	4	19.5	2.53
9/18/2013		5350	0	OMAN,DEV ANAND	41738300	2013	Sep	9/18/2013	2099	DTW	ORD	1	2	19.5	1.38
9/18/2013		5350	0	OMAN,DEV ANAND	41738300	2013	Sep	9/19/2013	1441	ATL	CLT	2	6	12.9	1.32
9/18/2013		5350	0	OMAN,DEV ANAND	41738300	2013	Sep	9/19/2013	2082	MHT	ATL	2	5	12.9	2.88
9/18/2013		5350	0	OMAN,DEV ANAND	41738300	2013	Sep	9/20/2013	307	ATL	MEM	3	8	0	1.37
9/18/2013		5350	0	OMAN,DEV ANAND	41738300	2013	Sep	9/20/2013	389	MEM	LGA	3	9	0	2.67
9/18/2013		5350	0	OMAN,DEV ANAND	41738300	2013	Sep	9/20/2013	1652	CLT	ATL	3	7	0	1.28
9/22/2013		5039	0	OMAN,DEV ANAND	41738300	2013	Sep	9/22/2013	437	LGA	BDA	1	1	0	2.33
9/22/2013		5039	0	OMAN,DEV ANAND	41738300	2013	Sep	9/22/2013	438	BDA	LGA	1	2	0	2.35
9/25/2013		3844	0	OMAN,DEV ANAND	41738300	2013	Sep	9/25/2013	491	LAS	ATL	1	2	12	3.92
9/25/2013		3844	0	OMAN,DEV ANAND	41738300	2013	Sep	9/25/2013	1429	JFK	LAS	1	1	12	5.58
9/25/2013		3844	0	OMAN,DEV ANAND	41738300	2013	Sep	9/26/2013	2226	ATL	FLL	2	3	21.3	1.8
9/25/2013		3844	0	OMAN,DEV ANAND	41738300	2013	Sep	9/27/2013	795	MCO	JFK	3	6	0	2.6
9/25/2013		3844	0	OMAN,DEV ANAND	41738300	2013	Sep	9/27/2013	1927	FLL	ATL	3	4	0	1.87
9/25/2013		3844	0	OMAN,DEV ANAND	41738300	2013	Sep	9/27/2013	2169	ATL	MCO	3	5	0	1.53
9/28/2013		3735	0	OMAN,DEV ANAND	41738300	2013	Sep	9/28/2013	347	JFK	SJU	1	1	15.4	3.98
9/28/2013		3735	0	OMAN,DEV ANAND	41738300	2013	Sep	9/29/2013	332	SJU	JFK	2	2	0	3.95
10/3/2013	SWP	1089	0	OMAN,DEV ANAND	41738300	2013	Oct	10/3/2013	216	JFK	DKR	1	1	48.4	8.17
10/3/2013	SWP	1089	0	OMAN,DEV ANAND	41738300	2013	Oct	10/6/2013	217	DKR	JFK	2	2	0	8.58
10/11/2013	SWP	5341	0	OMAN,DEV ANAND	41738300	2013	Oct	10/11/2013	1885	LGA	MCO	1	1	17.6	3.12
10/11/2013	SWP	5341	0	OMAN,DEV ANAND	41738300	2013	Oct	10/12/2013	1947	LGA	ATL	2	3	13.7	2.63
10/11/2013	SWP	5341	0	OMAN,DEV ANAND	41738300	2013	Oct	10/12/2013	2276	MCO	LGA	2	2	13.7	2.65
10/11/2013	SWP	5341	0	OMAN,DEV ANAND	41738300	2013	Oct	10/12/2013	2377	ATL	SRQ	2	4	13.7	1.52
10/11/2013	SWP	5341	0	OMAN,DEV ANAND	41738300	2013	Oct	10/13/2013	1597	SRQ	ATL	3	5	0	1.62
10/11/2013	SWP	5341	0	OMAN,DEV ANAND	41738300	2013	Oct	10/13/2013	1974	MEM	ATL	3	7	0	1.55
10/11/2013	SWP	5341	0	OMAN,DEV ANAND	41738300	2013	Oct	10/13/2013	2180	ATL	MEM	3	6	0	1.47
10/11/2013	SWP	5341	0	OMAN,DEV ANAND	41738300	2013	Oct	10/13/2013	2386	ATL	LGA	3	8	0	2.33
10/15/2013	P/U	Q069	0	OMAN,DEV ANAND	41738300	2013	Oct	10/15/2013	26	JFK	ACC	1	1	56.3	10.72

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Rotation Date	Status	Rotation Number	Dupe	Name	Emp Num	Year	Month	Flight Date	Flight Num	From	To	Duty Period	Leg Number	Layover Time	Block
10/15/2013	P/U	Q069	0	OMAN,DEV ANAND	41738300	2013	Oct	10/18/2013	27	ACC	JFK	2	2	0	11
10/20/2013	ADV	1037	1	OMAN,DEV ANAND	41738300	2013	Oct	10/20/2013	126	JFK	MAD	1	1	24.3	7.62
10/20/2013	ADV	1037	1	OMAN,DEV ANAND	41738300	2013	Oct	10/22/2013	127	MAD	JFK	2	2	0	8.38
10/24/2013	P/U	K027	0	OMAN,DEV ANAND	41738300	2013	Oct	10/24/2013	0	JFK	JFK	1	1	0	0
10/31/2013	MTO	1513	0	OMAN,DEV ANAND	41738300	2013	Oct	10/31/2013	478	JFK	ACC	1	1	57	20.77
10/31/2013	MTO	1513	0	OMAN,DEV ANAND	41738300	2013	Nov	11/3/2013	479	ACC	JFK	2	2	0	22.8
11/5/2013	SWP	1060	0	OMAN,DEV ANAND	41738300	2013	Nov	11/5/2013	478	JFK	ACC	1	1	48.3	10.38
11/5/2013	SWP	1060	0	OMAN,DEV ANAND	41738300	2013	Nov	11/8/2013	478	ACC	ROB	2	2	24.5	2.08
11/5/2013	SWP	1060	0	OMAN,DEV ANAND	41738300	2013	Nov	11/8/2013	479	ROB	ACC	2	3	24.5	2.08
11/5/2013	SWP	1060	0	OMAN,DEV ANAND	41738300	2013	Nov	11/9/2013	479	ACC	JFK	3	4	0	12.22
12/5/2013		5097	0	OMAN,DEV ANAND	41738300	2013	Dec	12/5/2013	1902	LGA	PBI	1	1	0	3.1
12/5/2013		5097	0	OMAN,DEV ANAND	41738300	2013	Dec	12/5/2013	2437	PBI	LGA	1	2	0	2.83
12/8/2013		3849	0	OMAN,DEV ANAND	41738300	2013	Dec	12/8/2013	433	JFK	ATL	1	1	11.9	2.62
12/8/2013		3849	0	OMAN,DEV ANAND	41738300	2013	Dec	12/8/2013	2597	ATL	CLT	1	2	11.9	1.17
12/8/2013		3849	0	OMAN,DEV ANAND	41738300	2013	Dec	12/8/2013	2597	CLT	ATL	1	3	11.9	1.63
12/8/2013		3849	0	OMAN,DEV ANAND	41738300	2013	Dec	12/9/2013	1372	ATL	RSW	2	6	13.5	1.63
12/8/2013		3849	0	OMAN,DEV ANAND	41738300	2013	Dec	12/9/2013	2025	ATL	BWI	2	4	13.5	1.83
12/8/2013		3849	0	OMAN,DEV ANAND	41738300	2013	Dec	12/9/2013	2025	BWI	ATL	2	5	13.5	1.97
12/8/2013		3849	0	OMAN,DEV ANAND	41738300	2013	Dec	12/10/2013	795	MCO	JFK	3	9	0	2.53
12/8/2013		3849	0	OMAN,DEV ANAND	41738300	2013	Dec	12/10/2013	2369	ATL	MCO	3	8	0	1.43
12/8/2013		3849	0	OMAN,DEV ANAND	41738300	2013	Dec	12/10/2013	2495	RSW	ATL	3	7	0	1.78
12/13/2013	OT	5340	0	OMAN,DEV ANAND	41738300	2013	Dec	12/13/2013	1742	ATL	FAY	1	4	33.6	1.23
12/13/2013	OT	5340	0	OMAN,DEV ANAND	41738300	2013	Dec	12/13/2013	1747	LGA	ATL	1	1	33.6	2.78
12/13/2013	OT	5340	0	OMAN,DEV ANAND	41738300	2013	Dec	12/13/2013	2010	ATL	DFW	1	2	33.6	2.77
12/13/2013	OT	5340	0	OMAN,DEV ANAND	41738300	2013	Dec	12/13/2013	2010	DFW	ATL	1	3	33.6	1.98
12/13/2013	OT	5340	0	OMAN,DEV ANAND	41738300	2013	Dec	12/15/2013	802	ATL	LGA	2	6	0	2.38
12/13/2013	OT	5340	0	OMAN,DEV ANAND	41738300	2013	Dec	12/15/2013	1449	FAY	ATL	2	5	0	1.6
12/18/2013		3873	0	OMAN,DEV ANAND	41738300	2013	Dec	12/18/2013	457	JFK	SLC	1	1	17.9	5.25
12/18/2013		3873	0	OMAN,DEV ANAND	41738300	2013	Dec	12/18/2013	653	SLC	MSY	1	2	17.9	3.3
12/18/2013		3873	0	OMAN,DEV ANAND	41738300	2013	Dec	12/19/2013	735	ATL	JAX	2	4	9.4	1.18
12/18/2013		3873	0	OMAN,DEV ANAND	41738300	2013	Dec	12/19/2013	1293	MSY	ATL	2	3	9.4	1.45
12/18/2013		3873	0	OMAN,DEV ANAND	41738300	2013	Dec	12/20/2013	412	MIA	JFK	3	7	0	3.02
12/18/2013		3873	0	OMAN,DEV ANAND	41738300	2013	Dec	12/20/2013	997	JAX	ATL	3	5	0	1.33
12/18/2013		3873	0	OMAN,DEV ANAND	41738300	2013	Dec	12/20/2013	2173	ATL	MIA	3	6	0	2.03
12/21/2013	P/U	Q036	0	OMAN,DEV ANAND	41738300	2013	Dec	12/21/2013	478	JFK	ACC	1	1	79.4	10.25
12/21/2013	P/U	Q036	0	OMAN,DEV ANAND	41738300	2013	Dec	12/25/2013	479	ACC	JFK	2	2	0	11.5
1/16/2014		3728	0	OMAN,DEV ANAND	41738300	2014	Jan	1/16/2014	424	JFK	ATL	1	1	22.6	2.67
1/16/2014		3728	0	OMAN,DEV ANAND	41738300	2014	Jan	1/17/2014	432	JFK	SFO	2	3	13.1	6.6
1/16/2014		3728	0	OMAN,DEV ANAND	41738300	2014	Jan	1/17/2014	2350	ATL	JFK	2	2	13.1	2.07
1/16/2014		3728	0	OMAN,DEV ANAND	41738300	2014	Jan	1/18/2014	1859	SFO	JFK	3	4	0	5.62
1/22/2014		5427	0	OMAN,DEV ANAND	41738300	2014	Jan	1/22/2014	956	MSP	FSD	1	2	10	1.07
1/22/2014		5427	0	OMAN,DEV ANAND	41738300	2014	Jan	1/22/2014	1619	LGA	MSP	1	1	10	3.28

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Rotation Date	Status	Rotation Number	Dupe	Name	Emp Num	Year	Month	Flight Date	Flight Num	From	To	Duty Period	Leg Number	Layover Time	Block
1/22/2014		5427	0	OMAN,DEV ANAND	41738300	2014	Jan	1/23/2014	1051	BIL	MSP	2	5	17.7	2.03
1/22/2014		5427	0	OMAN,DEV ANAND	41738300	2014	Jan	1/23/2014	1051	MSP	BIL	2	4	17.7	2.2
1/22/2014		5427	0	OMAN,DEV ANAND	41738300	2014	Jan	1/23/2014	1727	MSP	MEM	2	6	17.7	2.08
1/22/2014		5427	0	OMAN,DEV ANAND	41738300	2014	Jan	1/23/2014	2566	FSD	MSP	2	3	17.7	1.27
1/22/2014		5427	0	OMAN,DEV ANAND	41738300	2014	Jan	1/24/2014	1596	MSP	LGA	3	8	0	2.65
1/22/2014		5427	0	OMAN,DEV ANAND	41738300	2014	Jan	1/24/2014	1707	MEM	MSP	3	7	0	2.45
1/25/2014	SWP	1067	0	OMAN,DEV ANAND	41738300	2014	Jan	1/25/2014	416	JFK	DKR	1	1	12.3	8.75
1/25/2014	SWP	1067	0	OMAN,DEV ANAND	41738300	2014	Jan	1/27/2014	217	DKR	JFK	2	2	0	9.17
2/2/2014	OT	5115	0	OMAN,DEV ANAND	41738300	2014	Feb	2/2/2014	2119	LGA	MSP	1	1	21.1	3.18
2/2/2014	OT	5115	0	OMAN,DEV ANAND	41738300	2014	Feb	2/3/2014	794	MSP	SLC	2	2	0	2.9
2/2/2014	OT	5115	0	OMAN,DEV ANAND	41738300	2014	Feb	2/3/2014	1268	SLC	DEN	2	3	0	1.63
2/2/2014	OT	5115	0	OMAN,DEV ANAND	41738300	2014	Feb	2/3/2014	1794	DEN	LGA	2	4	0	3.55
2/5/2014	P/U	Q024	0	OMAN,DEV ANAND	41738300	2014	Feb	2/5/2014	400	JFK	CDG	1	1	25.3	7.6
2/5/2014	P/U	Q024	0	OMAN,DEV ANAND	41738300	2014	Feb	2/7/2014	185	CDG	JFK	2	2	0	8.73
2/10/2014		3803	2	OMAN,DEV ANAND	41738300	2014	Feb	2/10/2014	469	JFK	SFO	1	1	15.1	6.72
2/10/2014		3803	2	OMAN,DEV ANAND	41738300	2014	Feb	2/11/2014	240	SFO	ATL	2	2	18.1	4.53
2/10/2014		3803	2	OMAN,DEV ANAND	41738300	2014	Feb	2/11/2014	2376	ATL	TPA	2	3	18.1	1.5
2/10/2014		3803	2	OMAN,DEV ANAND	41738300	2014	Feb	2/12/2014	1192	TPA	JFK	3	4	0	2.67
2/14/2014		2109	0	OMAN,DEV ANAND	41738300	2014	Feb	2/14/2014	472	JFK	LAX	1	1	18.3	6.58
2/14/2014		2109	0	OMAN,DEV ANAND	41738300	2014	Feb	2/15/2014	476	LAX	JFK	2	2	0	5.47
2/16/2014		2110	0	OMAN,DEV ANAND	41738300	2014	Feb	2/16/2014	472	JFK	LAX	1	1	16.5	6.73
2/16/2014		2110	0	OMAN,DEV ANAND	41738300	2014	Feb	2/17/2014	476	LAX	JFK	2	2	0	5.68
2/18/2014	P/U	Q077	0	OMAN,DEV ANAND	41738300	2014	Feb	2/18/2014	478	JFK	ACC	1	1	46.4	10
2/18/2014	P/U	Q077	0	OMAN,DEV ANAND	41738300	2014	Feb	2/21/2014	478	ACC	ROB	2	2	24.5	2.17
2/18/2014	P/U	Q077	0	OMAN,DEV ANAND	41738300	2014	Feb	2/21/2014	479	ROB	ACC	2	3	24.5	2
2/18/2014	P/U	Q077	0	OMAN,DEV ANAND	41738300	2014	Feb	2/22/2014	479	ACC	JFK	3	4	0	11.73
2/28/2014	SWP	1106	0	OMAN,DEV ANAND	41738300	2014	Feb	2/28/2014	478	JFK	ACC	1	2	22.6	19.93
2/28/2014	SWP	1106	0	OMAN,DEV ANAND	41738300	2014	Feb	2/28/2014	478	JFK	JFK	1	1	22.6	1
2/28/2014	SWP	1106	0	OMAN,DEV ANAND	41738300	2014	Mar	3/2/2014	478	ACC	ROB	2	3	72.4	4.33
2/28/2014	SWP	1106	0	OMAN,DEV ANAND	41738300	2014	Mar	3/2/2014	479	ROB	ACC	2	4	72.4	4.03
2/28/2014	SWP	1106	0	OMAN,DEV ANAND	41738300	2014	Mar	3/5/2014	479	ACC	JFK	3	5	0	25.37
3/9/2014	OT	5070	0	OMAN,DEV ANAND	41738300	2014	Mar	3/9/2014	1511	DEN	DTW	1	2	22.7	2.77
3/9/2014	OT	5070	0	OMAN,DEV ANAND	41738300	2014	Mar	3/9/2014	2144	DTW	DCA	1	3	22.7	1.47
3/9/2014	OT	5070	0	OMAN,DEV ANAND	41738300	2014	Mar	3/9/2014	2356	LGA	DEN	1	1	22.7	4.68
3/9/2014	OT	5070	0	OMAN,DEV ANAND	41738300	2014	Mar	3/10/2014	1448	DTW	LGA	2	5	0	1.68
3/9/2014	OT	5070	0	OMAN,DEV ANAND	41738300	2014	Mar	3/10/2014	2145	DCA	DTW	2	4	0	1.52
3/12/2014		5732	0	OMAN,DEV ANAND	41738300	2014	Mar	3/12/2014	1812	ATL	ORD	1	2	11.4	2.03
3/12/2014		5732	0	OMAN,DEV ANAND	41738300	2014	Mar	3/12/2014	2001	JFK	ATL	1	1	11.4	2.98
3/12/2014		5732	0	OMAN,DEV ANAND	41738300	2014	Mar	3/13/2014	1475	ATL	SAV	2	4	0	1.12
3/12/2014		5732	0	OMAN,DEV ANAND	41738300	2014	Mar	3/13/2014	1475	SAV	ATL	2	5	0	1.28
3/12/2014		5732	0	OMAN,DEV ANAND	41738300	2014	Mar	3/13/2014	1660	ORD	ATL	2	3	0	1.82
3/12/2014		5732	0	OMAN,DEV ANAND	41738300	2014	Mar	3/13/2014	1750	ATL	JFK	2	6	0	2.35

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Rotation Date	Status	Rotation Number	Dupe	Name	Emp Num	Year	Month	Flight Date	Flight Num	From	To	Duty Period	Leg Number	Layover Time	Block
3/15/2014		3630	0	OMAN,DEV ANAND	41738300	2014	Mar	3/15/2014	419	JFK	SEA	1	1	22.4	6.28
3/15/2014		3630	0	OMAN,DEV ANAND	41738300	2014	Mar	3/16/2014	1264	SLC	JFK	2	3	0	4.28
3/15/2014		3630	0	OMAN,DEV ANAND	41738300	2014	Mar	3/16/2014	2150	SEA	SLC	2	2	0	1.88
3/18/2014	OT	5262	0	OMAN,DEV ANAND	41738300	2014	Mar	3/18/2014	2119	LGA	MSP	1	1	20.1	3.23
3/18/2014	OT	5262	0	OMAN,DEV ANAND	41738300	2014	Mar	3/19/2014	1107	MIA	MSP	2	3	11.2	3.88
3/18/2014	OT	5262	0	OMAN,DEV ANAND	41738300	2014	Mar	3/19/2014	2491	MSP	OMA	2	4	11.2	1.17
3/18/2014	OT	5262	0	OMAN,DEV ANAND	41738300	2014	Mar	3/19/2014	2508	MSP	MIA	2	2	11.2	3.7
3/18/2014	OT	5262	0	OMAN,DEV ANAND	41738300	2014	Mar	3/20/2014	1620	OMA	MSP	3	5	0	1.2
3/18/2014	OT	5262	0	OMAN,DEV ANAND	41738300	2014	Mar	3/20/2014	2196	MSP	LGA	3	8	0	2.68
3/18/2014	OT	5262	0	OMAN,DEV ANAND	41738300	2014	Mar	3/20/2014	2455	MSP	ORD	3	6	0	1.52
3/18/2014	OT	5262	0	OMAN,DEV ANAND	41738300	2014	Mar	3/20/2014	2455	ORD	MSP	3	7	0	1.45
4/8/2014	SWP	1067	0	OMAN,DEV ANAND	41738300	2014	Apr	4/8/2014	478	JFK	ACC	1	1	47.5	10.03
4/8/2014	SWP	1067	0	OMAN,DEV ANAND	41738300	2014	Apr	4/11/2014	478	ACC	ROB	2	2	24.4	2.3
4/8/2014	SWP	1067	0	OMAN,DEV ANAND	41738300	2014	Apr	4/11/2014	479	ROB	ACC	2	3	24.4	2
4/8/2014	SWP	1067	0	OMAN,DEV ANAND	41738300	2014	Apr	4/12/2014	479	ACC	JFK	3	4	0	11.3
4/19/2014		3556	0	OMAN,DEV ANAND	41738300	2014	Apr	4/19/2014	328	SXM	JFK	1	2	0	4.67
4/19/2014		3556	0	OMAN,DEV ANAND	41738300	2014	Apr	4/19/2014	461	JFK	SXM	1	1	0	4.17
4/20/2014		3706	0	OMAN,DEV ANAND	41738300	2014	Apr	4/20/2014	435	JFK	SFO	1	1	11.1	6.88
4/20/2014		3706	0	OMAN,DEV ANAND	41738300	2014	Apr	4/21/2014	468	SFO	JFK	2	2	0	5.45
4/24/2014	ADV	3645	0	OMAN,DEV ANAND	41738300	2014	Apr	4/24/2014	489	JFK	PUJ	1	1	15.6	3.93
4/24/2014	ADV	3645	0	OMAN,DEV ANAND	41738300	2014	Apr	4/24/2014	742	PUJ	ATL	1	2	15.6	3.7
4/24/2014	ADV	3645	0	OMAN,DEV ANAND	41738300	2014	Apr	4/25/2014	543	ATL	PUJ	2	3	0	3.47
4/24/2014	ADV	3645	0	OMAN,DEV ANAND	41738300	2014	Apr	4/25/2014	944	PUJ	JFK	2	4	0	4.1
4/26/2014		3508	0	OMAN,DEV ANAND	41738300	2014	Apr	4/26/2014	445	JFK	SLC	1	1	0	5.37
4/26/2014		3508	0	OMAN,DEV ANAND	41738300	2014	Apr	4/26/2014	2501	SLC	JFK	1	2	0	4.45
5/14/2014	OT	3031	1	OMAN,DEV ANAND	41738300	2014	May	5/14/2014	64	MIA	ATL	1	2	19.1	1.98
5/14/2014	OT	3031	1	OMAN,DEV ANAND	41738300	2014	May	5/14/2014	735	ATL	JAX	1	3	19.1	1.18
5/14/2014	OT	3031	1	OMAN,DEV ANAND	41738300	2014	May	5/14/2014	874	LGA	MIA	1	1	19.1	3.32
5/14/2014	OT	3031	1	OMAN,DEV ANAND	41738300	2014	May	5/15/2014	986	ATL	LGA	2	5	0	2.7
5/14/2014	OT	3031	1	OMAN,DEV ANAND	41738300	2014	May	5/15/2014	1416	JAX	ATL	2	4	0	1.32
5/17/2014	OT	3641	0	OMAN,DEV ANAND	41738300	2014	May	5/17/2014	324	SDQ	ATL	1	2	16.7	3.63
5/17/2014	OT	3641	0	OMAN,DEV ANAND	41738300	2014	May	5/17/2014	493	JFK	SDQ	1	1	16.7	3.85
5/17/2014	OT	3641	0	OMAN,DEV ANAND	41738300	2014	May	5/18/2014	681	ATL	SDQ	2	3	0	3.37
5/17/2014	OT	3641	0	OMAN,DEV ANAND	41738300	2014	May	5/18/2014	946	SDQ	JFK	2	4	0	3.77
5/19/2014	P/U	Q061	0	OMAN,DEV ANAND	41738300	2014	May	5/19/2014	478	JFK	ACC	1	1	23.6	10.1
5/19/2014	P/U	Q061	0	OMAN,DEV ANAND	41738300	2014	May	5/21/2014	478	ACC	ROB	2	2	24.5	1.92
5/19/2014	P/U	Q061	0	OMAN,DEV ANAND	41738300	2014	May	5/21/2014	479	ROB	ACC	2	3	24.5	2
5/19/2014	P/U	Q061	0	OMAN,DEV ANAND	41738300	2014	May	5/22/2014	479	ACC	JFK	3	4	0	11.12
5/24/2014	SWP	1077	0	OMAN,DEV ANAND	41738300	2014	May	5/24/2014	478	JFK	ACC	1	1	54.2	10.87
5/24/2014	SWP	1077	0	OMAN,DEV ANAND	41738300	2014	May	5/27/2014	479	ACC	JFK	2	2	0	11.12
5/31/2014		3575	0	OMAN,DEV ANAND	41738300	2014	May	5/31/2014	408	MIA	JFK	1	2	0	3.1
5/31/2014		3575	0	OMAN,DEV ANAND	41738300	2014	May	5/31/2014	439	JFK	MIA	1	1	0	2.95

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Rotation Date	Status	Rotation Number	Dupe	Name	Emp Num	Year	Month	Flight Date	Flight Num	From	To	Duty Period	Leg Number	Layover Time	Block
6/6/2014		3780	2	OMAN,DEV ANAND	41738300	2014	Jun	6/6/2014	1785	MSP	FSD	1	2	10.9	0.98
6/6/2014		3780	2	OMAN,DEV ANAND	41738300	2014	Jun	6/6/2014	2366	JFK	MSP	1	1	10.9	3.47
6/6/2014		3780	2	OMAN,DEV ANAND	41738300	2014	Jun	6/7/2014	689	FSD	MSP	2	3	0	1.23
6/6/2014		3780	2	OMAN,DEV ANAND	41738300	2014	Jun	6/7/2014	1271	MSP	JFK	2	4	0	3.08
6/8/2014		3725	0	OMAN,DEV ANAND	41738300	2014	Jun	6/8/2014	442	JFK	SEA	1	1	11.2	6.52
6/8/2014		3725	0	OMAN,DEV ANAND	41738300	2014	Jun	6/9/2014	2115	SEA	JFK	2	2	0	5.5
6/12/2014	RLS	320	0	OMAN,DEV ANAND	41738300	2014	Jun	6/12/2014	444	SLC	SLC	1	3	0	4.62
6/12/2014	RLS	320	0	OMAN,DEV ANAND	41738300	2014	Jun	6/12/2014	2359	DCA	SLC	1	2	0	4.62
6/12/2014	RLS	320	0	OMAN,DEV ANAND	41738300	2014	Jun	6/12/2014	5901	LGA	DCA	1	1	0	1.23
6/13/2014		2102	0	OMAN,DEV ANAND	41738300	2014	Jun	6/13/2014	420	JFK	LAX	1	1	0	6.22
6/13/2014		2102	0	OMAN,DEV ANAND	41738300	2014	Jun	6/13/2014	995	LAX	JFK	1	2	0	6.23
6/15/2014	OT	Q083	0	OMAN,DEV ANAND	41738300	2014	Jun	6/15/2014	478	JFK	ACC	1	1	55.6	10.58
6/15/2014	OT	Q083	0	OMAN,DEV ANAND	41738300	2014	Jun	6/18/2014	479	ACC	JFK	2	2	0	10.83
7/16/2014		2108	0	OMAN,DEV ANAND	41738300	2014	Jul	7/16/2014	424	JFK	LAX	1	1	19.3	6.17
7/16/2014		2108	0	OMAN,DEV ANAND	41738300	2014	Jul	7/17/2014	476	LAX	JFK	2	2	0	5.48
7/19/2014		3804	0	OMAN,DEV ANAND	41738300	2014	Jul	7/19/2014	2365	JFK	SJU	1	1	20.2	3.83
7/19/2014		3804	0	OMAN,DEV ANAND	41738300	2014	Jul	7/20/2014	326	SJU	JFK	2	2	12.7	3.78
7/19/2014		3804	0	OMAN,DEV ANAND	41738300	2014	Jul	7/20/2014	491	JFK	SDQ	2	3	12.7	3.88
7/19/2014		3804	0	OMAN,DEV ANAND	41738300	2014	Jul	7/21/2014	496	SDQ	JFK	3	4	0	3.8
7/22/2014	SWP	1043	0	OMAN,DEV ANAND	41738300	2014	Jul	7/22/2014	416	JFK	DKR	1	1	47.5	8.22
7/22/2014	SWP	1043	0	OMAN,DEV ANAND	41738300	2014	Jul	7/25/2014	217	DKR	JFK	2	2	0	8.18
8/3/2014		3710	0	OMAN,DEV ANAND	41738300	2014	Aug	8/3/2014	451	JFK	STI	1	1	10.2	4.4
8/3/2014		3710	0	OMAN,DEV ANAND	41738300	2014	Aug	8/4/2014	546	STI	JFK	2	2	0	3.55
8/5/2014	SWP	3848	0	OMAN,DEV ANAND	41738300	2014	Aug	8/6/2014	453	JFK	STI	1	1	13	3.87
8/5/2014	SWP	3848	0	OMAN,DEV ANAND	41738300	2014	Aug	8/6/2014	556	STI	JFK	2	2	0	3.63
8/7/2014	SWP	3722	0	OMAN,DEV ANAND	41738300	2014	Aug	8/7/2014	486	JFK	SFO	1	1	26	6.67
8/7/2014	SWP	3722	0	OMAN,DEV ANAND	41738300	2014	Aug	8/8/2014	2240	SFO	JFK	2	2	0	5.5
8/10/2014		3730	0	OMAN,DEV ANAND	41738300	2014	Aug	8/10/2014	442	JFK	SEA	1	1	11.4	6.52
8/10/2014		3730	0	OMAN,DEV ANAND	41738300	2014	Aug	8/11/2014	2588	SEA	JFK	2	2	0	5.62
8/15/2014		3866	0	OMAN,DEV ANAND	41738300	2014	Aug	8/15/2014	2365	JFK	SJU	1	1	19.8	3.97
8/15/2014		3866	0	OMAN,DEV ANAND	41738300	2014	Aug	8/16/2014	326	SJU	JFK	2	2	13.2	3.78
8/15/2014		3866	0	OMAN,DEV ANAND	41738300	2014	Aug	8/16/2014	491	JFK	SDQ	2	3	13.2	3.92
8/15/2014		3866	0	OMAN,DEV ANAND	41738300	2014	Aug	8/17/2014	496	SDQ	JFK	3	4	0	3.8

NYC**MONTHLY IFS BID PACKAGE****April 1 – May 1, 2013 bid period****Bidding Information**

PBS Web Address	https://ifsfapbs.delta.com/portal/
PBS Telephone Support Desk	(800) DAL-CREW / (800-325-2739) – option #6 Open from 0700 to 2300 ET, 7th-12th of each month

Bid Process Due Dates

Please check **FAIR** for any changes to rotations prior to bid closing

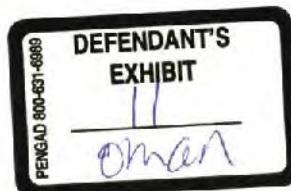
Mar 06 - PM	Bid window open for filtering
Mar 07 - 0800 ET	NSA (Non-Standard A-Days) bid closes
Mar 07 - PM	Schedules open for viewing
Mar 11 - 2359 ET	FA to FA vacation swaps close
Mar 13 - 0800 ET	Bid window closes
Mar 19 - 1000 ET	Schedules released Open Time unlocked for viewing and for pick-ups and all swaps
Apr 03 - 0800 ET	May Scheduled Personal Time (SPT), monthly vacation bids and CQ bids due

Telephone Directory

Scheduling	(800) DAL-CREW (800) 325-2739
ATL Tower Specialist	(404) 714-8828
Computer Help Desk	(714-HELP) 404-714-4357 (888) 714-0529
IFS Call Center (ICC)	(800) 536-1236 (404) 773-5725
IFS Call Center (ICC) Fax	(404) 677-5918
OCC Manager	(800) 233-4638
OCC Manager – International Access	See OBM 8.1.18

Access Day Duty Hours

0001 - 2359



Messages

Bid Period Reminder

IFS will permanently realign monthly bid period windows in 2013 to improve operational efficiency in the summer months and help to smooth out flight attendant staffing demand over the year.

A complete overview of the changes to each affected bid period is provided in the chart below. There are no changes planned to bid periods not included in the chart.

Bid Period Month	Current Bid Period	New Bid Period	Change	Days added/ subtracted	New total days
April	Apr. 1 - Apr. 30	Apr. 1 - May 1	Ends one day later	+1	31
May	May 1 - May 31	May 2 - June 1	Begins and ends one day later	0	31
June	Jun. 1 - Jun. 30	Jun. 2 - Jul. 1	Begins and ends one day later	0	30
July	Jul. 1 - Jul. 31	Jul. 2 - Jul. 31	Begins one day later	- 1	30
August	Aug. 1 - Aug. 31	Aug. 1 - Aug. 30	Ends one day earlier	- 1	30
September	Sept. 1 - Sept. 30	Aug. 31 - Sept. 30	Begins one day earlier	+1	31

Messages

- All transition pairings, load factor requirements and PBS bidding worksheets are posted under the FA Bid Package link on eCrew/iCrew.
- Pairings with flight time scheduled on the last day of the bid period are always subject to change for the purpose of transitioning to the next bid period schedule.
- For information about month-to-month swapping during bid processing, see the Flight Attendant Work Rules > Section 4, Pairings and Bidding > pg. 88

Messages

- International destinations often have multiple rotations covering the trip(s). Factors such as shift in departure/arrival times, changes to LOD coverage and rotation of aircraft occurring before and after the operating segment may impact the volume of rotations published for the month. Please be sure to take this into account and carefully review all bid package rotations when bidding for international flying.

To address the absence of a rest facility in the NRT airport during sit times, the Planning team has reduced the number of long sits in NRT since September. Effective February 1, 2013, this process will be discontinued as a new lounge facility will open in NRT. This facility will provide a number of amenities including a quiet room and computer facilities. This lounge is located below the Satellite 2 gates.

On domestic military charter flights, standard staffing requirements are Delta minimum service crew appropriate to aircraft type. Chapter 8 – Charters of IFS Programs and Policies Handbook

FLEET	Basic Pairings	Transition Pairings	Non-Dedicated Charter Pairings	Dedicated Charter Pairings	NBA Charter Pairings
INTL	1001-1500	1501-1999	C001-C099	D001-D099	N001-N099
INTL K-Line	K001-K800	K801-K999	N/A	N/A	N/A
INTL T-Line	T001-T500	T501-T599	N/A	N/A	N/A
7FA	2001-2500	2501-2999	C101-C199	D101-D199	N101-N199
4FA	3001-4500	4501-4999	C201-C399	D201-D399	N201-N399
3FA	5001-6700	6701-6999	C401-C599	D401-D599	N401-N599
1FA	7001-7500	7501-7999	C601-C699	D601-D699	N601-N699
SHUTTLE	8001-8500	8501-8999	C701-C799	D701-D799	N701-N799

**** Please note, with the Apr bid, we have changed the basic pairing number ranges in the 3 F/A fleet for NYC. The new number range for JFK in the 3 F/A fleet will be 5601 - 5900 / EWR 5901 - 6400. ***

Based on flight attendant feedback, an adjustment has been made to the date display range that pairings operate. In addition to the current method (shown in **bold** in the example below) of identifying the days the pairing is operating, a new date bar has been added showing each date the rotation operates.

Example:

#3010 EXCPT MO SA EFFECTIVE AUG. 15-AUG. 30
4 F/A EXCEPT AUG. 23

Aug 15 16 17 - 19 - 21 22 - 24 - 26 - 28 29 30
WE TH FR - SU - TU WE - FR - SU - TU WE TH



NOTE: the date bar will only show the dates the rotation operates. Additionally, a dash/hyphen (-) indicates the rotation DOES NOT operate on the day/days that are missing.

LOD QUALIFIED ROTATIONS – April 2013

Pair #	# LOD	Destination	Pair #	# LOD	Destination	Pair #	# LOD	Destination
1001	2JP&1MA	NRT	1061	3FR	NCE	3539	1IF	PAP
1002	2JP&1MA	NRT	1062	3FR	NCE	3541	2IS	SDQ
1003	3RU	SVO	1063	3FR	NCE	3542	1IF	PAP
1004	3RU	SVO	1064	3FR	NCE	3543	2IS	SDQ
1005	3RU	SVO	1065	3FR	NCE	3545	1IS	SJU
1006	3IT	MXP	1066	3FR	NCE	3546	1IS	SJU
1007	3IT	MXP	1074	1FR	DKR	3547	2IS	MEX
1008	3IT	MXP	1075	1FR	DKR	3548	2IS	MEX
1009	3IT	MXP	1076	3PO	GRU	3549	2IS	MEX
1010	3TU	IST	1077	3TU	CDG	3550	2IS	STI
1011	3TU	IST	1078	3SP	MAD	3551	2IS	STI
1012	2FR	CDG	1079	1FR&1DU	BRU	3552	2IS	MEX
1013	2FR	CDG	1086	2HE	TLV	3553	2IS	STI
1014	2FR	CDG	1087	2HE	TLV	3561	1IS	SJU
1015	2FR	CDG	1088	2HE	TLV	3562	1IS	SJU
1016	2FR	CDG	1089	1HI	AMS	3563	1IS	SJU
1017	2FR	CDG	1090	1HI	AMS	3564	1IS	SJU
1025	1FR&1DU	BRU	1091	1HI	AMS	3565	1IS	SJU
1028	3SP	BCN	1092	1HI	AMS	5617	2IS	BOG
1029	3SP	MAD	1093	1HI	AMS	5618	2IS	BOG
1030	3SP	MAD	1401	2DU	AMS	5619	2IS	BOG
1031	3SP	MAD	1402	2DU	AMS	5620	2IS	BOG
1032	1FR&1DU	BRU	1403	1DU	AMS	5621	2IS	BOG
1033	1FR&1DU	BRU	1404	2DU	AMS			
1034	1FR&1DU	BRU	1405	1DU	AMS			
1035	1FR&1DU	BRU	1406	1DU	AMS			
1036	1FR&1DU	BRU	1407	2DU	AMS			
1037	2IT	VCE	1408	1DU	AMS			
1038	3SP	BCN	1409	1DU	AMS			
1039	3SP	BCN	1410	1DU	AMS			
1040	2IT	VCE	1411	1DU	AMS			
1041	2IT	VCE	1412	1DU	AMS			
1042	2IT	VCE	1413	2DU	AMS			
1043	3GR	FRA	1414	1DU	AMS			
1044	3IT	FCO	1415	2DU	AMS			
1045	2DU	AMS	1421	1HI	AMS			
1046	3IT	FCO	1423	1HI	AMS			
1047	3IT	FCO	1424	1HI	AMS			
1048	3IT	FCO	1425	1HI	AMS			
1049	3IT	FCO	1426	1HI	AMS			
1050	3IT	FCO	1427	1HI	AMS			
1051	3IT	FCO	3504	2IS	STI			
1052	3GR	FRA	3505	2IS	STI			
1053	3GR	FRA	3506	2IS	STI			
1054	3GR	FRA	3508	2IS	SDQ			
1055	3GR	FRA	3509	2IS	SDQ			
1056	2DU	AMS	3528	1IS	SJU			
1057	2DU	AMS	3536	1IS	SJU			
1059	3FR	NCE	3537	1IF	PAP			
1060	3FR	NCE	3538	1IF	PAP			

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BID WORKSHEET*Blank calendar provided for your reference – fill in days of the week in the top line corresponding with the date in the bid period*

	Apr												May																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	1

Things to consider:

<input checked="" type="checkbox"/>	Days off Bids? What days do you want to bid off and at what priority?	
<input checked="" type="checkbox"/>	Do you need the entire day off? What about a partial Day Off Bid?	
<input checked="" type="checkbox"/>	Schedule Value Bid? Consider position default schedule value and variance when bidding. (This information is located on the PBS Home page.)	
<input checked="" type="checkbox"/>	Position Type Bid? Do my trip preference(s) reflect the position I desire for that trip(s)?	
<input checked="" type="checkbox"/>	A-Day Start Date Bid? Avoid A-Day Start Date? (Hint: if you may be on the cusp of holding A-days there is no harm in bidding start dates. They will only be awarded if needed.)	
<input checked="" type="checkbox"/>	What type trips are you trying to target?	
<input checked="" type="checkbox"/>	Do you need to 'back up' bids to cover yourself if you can't hold what you bid?	
<input checked="" type="checkbox"/>	Do you desire a block(s) of Non-Standard A-Days? (This bid closes at 1000 on the 17 th and are bid for in PBS)	
<input checked="" type="checkbox"/>	Other Bids?	

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BID WORKSHEET

REMEMBER TO USE YOUR TOOLS TO HELP YOU:

SHOW MATCHING for each preference saved AND VIEW TRIP POINT SUMMARY

Things to think about:

- Do I need to activate any of my waivers to achieve my schedule value or my drivers (i.e.: a commutes bid)?
 - a. Waive 3 calendar days off in every 9 days rule.
 - b. Waive 1 calendar day off in every 7 days rule.
Note: neither waiver is required for trips greater than 6 days.
 - c. Waive same day report/release rule.
 - d. Waive transoceanic rest minimum at base/AFP from 24:00 to HH:MM (minimum request is 12:00).
Note: does not apply to ultra long range (ULR)
- Do any of my trips release after midnight that might conflict with day off requests?
- Did I use the right qualifier for my range of dates off?
 - a. As many as possible – just that, as many as possible (This is the PBS default)
 - b. Beginning of range – the 1st day of the range is the most important, the last day is the least important
 - c. End of range- the last day of the range is the most important, the first day is the least important
 - d. Most consecutive – as many in a row as possible
- Do I need to update any Until Further Notice bids (UFN)?
- Have I protected my schedule from getting an extra trip because of the positive point model taking me to the high end of range?
 - a. Using Day Off bids
 - b. 'Avoid' Carry out trip
 - c. Using 'Number of Trips' qualifier
- Did I print my bid scenario receipt? (To print from Bid Tab, select Tools, select View Details, click on Bid Scenario Receipt, click on Print Document in upper left hand corner of the Bid Scenario Receipt.

April 2013

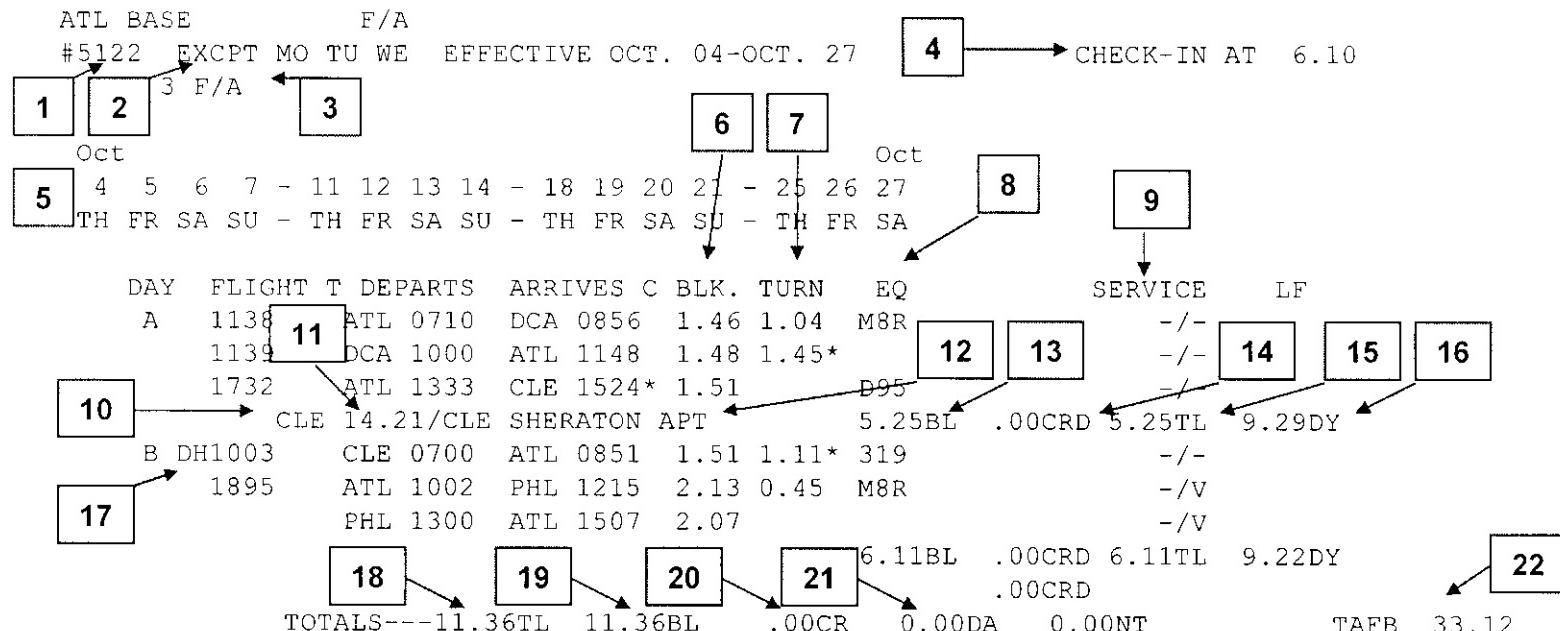
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	1			

PREFERENCE	POINTS

How to Read a Delta Flight Attendant Rotation

Rotation Number Series in bid packages:

0001-0799	Origination pairings
1000-1999	Transoceanic
2000-2999	>=6 Flight attendant fleet
3000-3999	5 Flight attendant fleet
4000-4999	4 Flight attendant fleet
5000-6999	3 Flight attendant fleet
7000-7999	1 Flight attendant fleet
8000-8999	Shuttle pairings
C001-C999	Non-dedicated charter
D001-D999	Dedicated charter
K001-K999	Published transoceanic load factors
L001-K999	International load factors (post-bid)
N001-N999	NBA Charters
P001-P999	Pacific Division
Q001-Q999	Transoceanic load factors (post-bid)
T001-T999	Purser and Chaser positions for Trans-Pacific flying



- | | |
|---|--|
| 1. Rotation number | 13. Total flight time of duty period |
| 2. Date/Day operating | 14. Credit time, if any |
| 3. Number of flight attendants required | 15. Total value of duty period
(flight time plus credit time) |
| 4. Report time | 16. Duty period length |
| 5. Calendar of Date/Day operating | 17. Deadhead leg |
| 6. Flight time | 18. Total value of trip |
| 7. Time between flights | 19. Total flight time |
| 8. Aircraft assigned | 20. Total credit |
| 9. Service offered (-- Beverage; B-Breakfast; L-Lunch;
D-Dinner; V-Snack) | 21. Duty period average credit |
| 10. Layover city | 22. Time Away From Base |
| 11. Layover length (from release of duty period to report
of next duty period) | |
| 12. Layover hotel | |

How to read a rotation in the bid package

#5343 WE 3 F/A	EFFECTIVE APR. 01 ONLY CHECK-IN AT 10:30	#5344 MO 3 F/A	EFFECTIVE APR. 01 ONLY CHECK-IN AT 10:30
APR 1 WE		Apr 1 MO	
DAY FLIGHT T DEPARTS ARRIVES C BLK. TURN EQ SERVICE LF		DAY FLIGHT T DEPARTS ARRIVES C BLK. TURN EQ SERVICE LF	
A 1219 LGA 1435 DTW 1445 2.00 2.41* 319 D/V 1707 MSP 1730 DTW 1445 2.00 2.41* 319 D/V MSP 1730/RENAISSANCE PHL APT 1.49 0.45 0.00CRD 7.03TL 12.01DY		A 1219 LGA 1435 MSI 1445 2.00 2.41* M88 -/V 1866 MSP 1730 PHL 1745 2.00 2.41* 319 D/V PHL 9.26/RENAISSANCE PHL APT 1.49 0.45 0.00CRD 5.44TL 9.31DY	
B 1740 PHL 1745 DTW 1445 1.38 2.05* 319 D/V 1749 DTW 1445 DTW 1445 1.38 2.05* 319 D/V MSP 1730/RENAISSANCE PHL APT 1.49 0.45 0.00CRD 7.03TL 12.01DY		B 1740 DTW 1445 DTW 1115 1.49 0.45 M88 -/V 1749 DTW 1200 LGA 1316 1.49 0.45* 319 D/V 1779 LGA 1715 PHL 2024 3.09 319 D/V PHL 22.11/HILTON FLL MARINA 6.42TL 0.00CRD 6.44TL 12.09DY	
C 1745 MSP 1730 DTW 1445 1.38 2.05* 319 D/V 1756 MSP 1730 LGA 2117 2.42 D/V MSP 1730/DTW 1445 1.38 2.05* 319 D/V LGA 2117 2.42 319 D/V 8.00BL .00CRD 6.08TL 11.13DY		C 1514 PHL 1950 LGA 2252 2.00 2.41* 319 D/V LGA 2252 2.00 2.41* 319 D/V PHL 22.11/HILTON FLL MARINA 6.42TL 0.00CRD 6.44TL 12.09DY	
TOTALS---16.51TL 16.01BL 1.00CR 0.00DA 0.00NT TAFB 58.57		TOTALS---16.51TL 16.01BL 1.00CR 0.00DA 0.00NT TAFB 58.57	
#5345 WE 3 F/A	EFFECTIVE APR. 01-APR. 28 CHECK-IN AT 11:45	#5346 WE 3 F/A	EFFECTIVE APR. 03 ONLY CHECK-IN AT 10:30
APR 1 WE		Apr 3 WE	
DAY FLIGHT T DEPARTS ARRIVES C BLK. TURN EQ SERVICE LF		DAY FLIGHT T DEPARTS ARRIVES C BLK. TURN EQ SERVICE LF	
A 1131 LGA 1245 DTW 1445 2.00 2.41* 319 -/- 1707 DTW 1726 RDU 1905 1.39 0.40 M88 -/- 1713 RDU 1945 ATL 2119 1.32 1.38* -/- 1866 ATL 2235 GSO 2012 1.17 D95 -/- GSO 10.58/MARRICKIT AIRPORT 6.28BL .00CRD 6.28TL 12.42DY		A 1819 LGA 1433 MSP 1445 3.12 2.32* M88 -/V 1866 MSP 1917 PHL 2249 2.32 320 D/V PHL 9.26/RENAISSANCE PHL APT 5.44TL .00CRD 5.44TL 9.31DY	
B 1553 GSO 1225 ATL 1556 1.38 1.05* M88 -/- 1703 ATL 1555 SAV 1621 1.16 0.40 -/- 1703 SAV 1621 ATL 1614 1.13 1.18* -/- 1708 ATL 1700 MSN 1736 2.06 319 -/V MSN 17.10/MSN INN ON THE PARK 6.00BL .00CRD 6.00TL 10.26DY		B 2383 PHL 0930 DTW 1115 1.49 0.45 M88 -/V 1948 DTW 1200 LGA 1348 1.49 0.45* 319 D/V 1779 LGA 1715 PHL 2024 3.09 319 D/V PHL 22.11/HILTON FLL MARINA 6.42TL 0.00CRD 6.42TL 12.09DY	
C 0205 MSN 1736 MSN 1613 1.08 1.03* M88 -/- 0206 MSP 1736 LGA 2117 2.42 319 D/V 1.08BL .00CRD 3.50TL 6.77DY 1.13CRD		C 1514 PHL 1950 LGA 2252 3.01 D/V 3.02BL .00CRD 3.02TL 4.17DY	
TOTALS---16.31TL 15.10BL 1.21CR 0.00DA 0.00NT TAFB 57.47		TOTALS---16.31TL 15.08BL 1.50CR 0.00DA 0.00NT TAFB 57.47	
#5347 TO 3 F/A	EFFECTIVE APR. 02 ONLY CHECK-IN AT 11:50	#5348 TH 3 F/A	EFFECTIVE APR. 04 ONLY CHECK-IN AT 11:50
APR 2 TH		Apr 4 TH	
DAY FLIGHT T DEPARTS ARRIVES C BLK. TURN EQ SERVICE LF		DAY FLIGHT T DEPARTS ARRIVES C BLK. TURN EQ SERVICE LF	
A 1131 LGA 1250 DTW 1450 2.00 1.00 320 -/- 0248 DTW 1550 LGA 1740 1.50 0.55* -/- 0311 DTW 1640 2.05 1.10* 319 -/- 0702 DTW 2150 MSN 2210 1.29 320 -/- MSN 17.10/MSN INN ON THE PARK 7.00BL .00CRD 7.01TL 11.35DY		A 1819 LGA 1433 MSP 1645 3.12 2.32* M88 -/V 1866 MSP 1917 PHL 2249 2.32 320 D/V PHL 9.26/RENAISSANCE PHL APT 5.44TL .00CRD 5.44TL 9.31DY	
B 0702 MSN 1635 DTW 1518 1.22 0.52 -/- 0203 DTW 1550 MSP 1650 1.04 -/- MSP 9.26/MSN INN ON THE PARK 2.37BL .00CRD 2.37TL 4.44DY		B 2383 PHL 0930 DTW 1115 1.49 0.45 M88 -/V 1948 DTW 1200 LGA 1348 1.49 0.45* 319 D/V 1779 LGA 1715 PHL 2024 3.09 319 D/V PHL 22.11/HILTON FLL MARINA 6.42TL 0.00CRD 6.42TL 12.09DY	
C 1548 MSP 0710 DTW 1524 1.16 0.55 -/- 1708 DTW 1621 RDU 1620 1.39 0.40 -/- 1708 RDU 1641 DTW 1420 1.40 1.28* -/- 0746 DTW 1650 LGA 1740 1.06 319 -/- 6.25BL .00CRD 6.25TL 10.45DY		C 1514 PHL 1950 LGA 2251 3.01 D/V 3.01BL .00CRD 3.01TL 4.16DY	
TOTALS---16.11TL 16.17BL 1.00CR 0.00DA 0.00NT TAFB 54.06		TOTALS---16.07TL 15.07BL 1.00CR 0.00DA 0.00NT TAFB 57.33	
#5349 WE 3 F/A	EFFECTIVE APR. 03 ONLY CHECK-IN AT 11:50	#5350 FR 3 F/A	EFFECTIVE APR. 05 ONLY CHECK-IN AT 11:30
APR 3 WE		Apr 5 FR	
DAY FLIGHT T DEPARTS ARRIVES C BLK. TURN EQ SERVICE LF		DAY FLIGHT T DEPARTS ARRIVES C BLK. TURN EQ SERVICE LF	
A 1131 LGA 1250 DTW 1450 2.00 2.35* 319 -/- 1707 DTW 1726 RDU 1904 1.79 0.41 M88 -/- 1861 RDU 1945 ATL 2117 1.32 1.38* -/- 1871 ATL 2236 BHM 2243 0.93 -/- BHM 17.13/SHERATON 2.04BL .00CRD 6.04TL 12.08DY		A 1819 LGA 1433 MSP 1645 3.12 2.35* M88 -/V 1101 MSP 1920 BWI 1747 2.27 319 D/V BWI 15.13/MARRICKIT INN HARBOR 7.00BL .00CRD 5.39TL 9.29DY	
B 0714 BHM 1745 ATL 1910 1.66 1.65* -/- 1281 ATL 2045 PHL 2035 1.00 / PHL 9.26/MSN INN ON THE PARK 2.04BL .00CRD 2.04TL 6.11DY		B 2383 BWI 1515 ATL 1709 1.54 0.46 M88 -/V 2384 ATL 1755 PHL 2021 2.16 -/V PHL 12.04/RENAISSANCE PHL APT 4.11BL .00CRD 4.11TL 6.11DY	
C 0204 PHL 0930 ATL 1709 1.54 0.46 -/- 1208 ATL 1840 PHL 1848 1.00 1.00 319 -/- 1208 PHL 1848 ATL 1709 1.54 0.46 -/- 1208 ATL 1840 LGA 2117 2.16 M88 D/V LGA 2117 2.16 319 D/V 8.00BL .00CRD 7.06TL 12.59DY		C 2383 PHL 0930 DTW 1115 1.49 0.45* 319 D/V 1476 DTW 1320 MSP 1415 1.55 3.15* -/V 1208 MSP 1730 LGA 2211 2.44 319 D/V 6.00BL .00CRD 6.30TL 12.59DY	
TOTALS---16.21TL 16.17BL 1.10CR 0.00DA 0.00NT TAFB 59.93		TOTALS---16.19TL 16.11BL 1.08CR 0.00DA 0.00NT TAFB 55.56	

Pay Period: 2012 MAY				Employee ID: 0417383				Employee Name: OMAN, DEV ANAND								Base: NYC		Page 1 of 2	
ROT NO.	FLIGHT NUMBER	DATE	DY	POS	EQT	SEGMENT	FROM	D/ REPT	BLOCK	BLOCK	ACTL	SCHD/MKT	DUTY	THC/	HOLD	PER-DIEM	MISC		
						I	TO	I TIME	OUT	IN	TIME	TIME	CRED	TOTAL	TIME	DOM	INTL	PAY	
3607-02	1743	19MAY	SA	OB	75E	JFK	ATL	D 0515	0610	0814	0229	0229*	0000	0000	0000				
	1769	19MAY	SA	OB	75X	ATL	MCO	D 2150	2248	0005	0125	0125*	0000	0000	0000				
	1221	20MAY	SU	OB	73H	MCO	JFK	D 1555	1657	1934	0250	0250*	0000	0000	0000				
	2263	20MAY	SU	OB	75E	JFK	LAX	D	2125	0101	0636*	0627	0000	0000	0000				
	2262	21MAY	MO	OB	7ER	LAX	JFK	D	1230	1338	2234	0556*	0537	0000	0000	6534	0000		
																1916			
		24MAY	TH	1QCB	1ST QUARTER CBT												20.00		
		31MAY	TH	CMFB	TRAVEL & HOTEL - CQ - MSP - FE												50.00		
		31MAY	TH	MEXP	MEAL EXPENSE												15.00		
HOURS CREDITED FOR PAY PURPOSES				PAY SUMMARY				DESCRIPTION				HOURS		RATE		AMOUNT			
REGULAR FLYING				FOR CURRENT MONTH				ON CHECK								PAID			
				CURRENT MONTH PAY				CURMONPAY				45:00		38.12		1,715.40			
				DOCKING FOR TIME UNDER CUR MO PAY HRS				DKPREV				-25:44		38.12		-981.20			
TOTAL HOURS CREDITED																			
				TOTAL HOURS PAID				19:16											
(FLIGHT PAY				-25:44)				LAYOVER MEALS - NON TAXABLE				LOMLNOWH		65:34		121.28			
				ON BOARD LEADER PAY				ONBOARD LD				19:17		52.06					
				MISCELLANEOUS PAY				MISC						15.00					
				TRAINING PAY				TRAIN FLT						70.00					
				ADJ FOR PRIOR MONTHS PAY				ADJ/PREV						10.00					
				TOTAL AMOUNT PAID												1,002.54			



ADDITIONAL COMMENTS/REMARKS

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2. If you have flown under 45 hours, a manual check transaction may be required to display a zero paycheck. Since this process only occurs after payroll has processed, there may be a delay in viewing these details in Employee Self Service E-Pay (ESS). Please allow 15 days to see these changes in ESS. These adjustments will not be viewable on the summary portion in MAPS.

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DELTA 002304

Pay Period: 2012 MAY

Employee ID: 0417383

Employee Name: OMAN, DEV ANAND

Base: NYC

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3. Follow these steps to calculate what you were paid for the pay period:

Example 71:39

- a. Take minutes flown and divide by 60. For example, 39 minutes / 60 minutes = .65 (fraction). Converted time = 71.65
- b. Next take the converted time multiplied by your pay rate for total dollars paid. $71.65 \times \$45.75/\text{hr} = \$ 3,277.99$

4. Vacation and PPT balances should be viewed in eCrew/iCrew.

5. Contact 800-MY-DELTA with any questions.

MONTHLY ACTIVITY PAY STATEMENT FOR PERIOD ENDING MAY 31, 2012

Payroll Close Date & Time: 07 JUN 12 22:58

Pay Period: 2012 AUG				Employee ID: 0417383				Employee Name: OMAN, DEV ANAND								Base: NYC		Page 1 of 2	
ROT NO.	FLIGHT NUMBER	DATE	DY	POS	EQT	SEGMENT	FROM	TO	D/ REPT	BLOCK	BLOCK	ACTL	SCHD/MKT	DUTY	THC/ TOTAL	HOLD	PER-DIEM	MISC PAY	
3547-02	0383	03AUG	FR	OB	75X	JFK	GEO	I	2345	0129	C707	0547	0547*	0000	0000	0000	3822	0000	
	0384	04AUG	SA	OB	75X	GEO	JFK	I	0707	0801	1352	0551	0551*	0000	0000	0000	3822	0000	
																1138			
5881	0869	07AUG	TU	OB	319	EWR	DTW	D	0755	0851	1041	0159	0159*	0000	0000	0000			
	0355	07AUG	TU	OB	M8R	DTW	MCI	D		1159	1246	0202	0202*	0000	0000	0000			
		07AUG	TU	OB	M8R	MCI	DTW	D		1337	1631	0157	0157*	0000	0000	0000			
	1510	07AUG	TU	OB	M8R	DTW	BDL	D		1742	1920	0145	0145*	0000	0000	0000			
	1065	08AUG	WE	OB	M8R	BDL	ATL	D	0510	0610	0833	0226	0226*	0000	0000	0000			
	1224	08AUG	WE	OB	D95	ATL	BHM	D		1106	1107	0101*	0059	0009	0000	0000			
	0667	09AUG	TH	OB	D95	BHM	ATL	D	0430	0530	0727	0057	0057*	0000	0000	0000			
	0401	09AUG	TH	OB	319	ATL	EWR	D		0832	1033	0227	0227*	0000	0000	0000	5053	0000	
																1443			
5049	1902	10AUG	FR	OB	320	LGA	PBI	D	1335	1711	2020	0309	0309*	0000	0000	0000			
	9834	10AUG	FR	OB	320	PBI	LGA	D		2102	2339	0252	0252*	0000	0000	0000	1019	0000	
																0601			
5040	1705	11AUG	SA	OB	319	LGA	MSY	D	1300	1405	1611	0320	0320*	0000	0000	0000			
	1204	11AUG	SA	OB	319	MSY	LGA	D		1716	2057	0311	0311*	0000	0000	0000	0812	0000	
																0631			
5039	1705	12AUG	SU	OB	319	LGA	MSY	D	1155	1258	1505	0315	0315*	0000	0000	0000			
	1204	12AUG	SU	OB	319	MSY	LGA	D		1718	2127	0311	0311*	0000	0000	0000	0947	0000	
																0626			
3024	0461	16AUG	TH	FA	757	LGA	ATL	D	0500	0556	0804	0220	0220*	0000	0000	0000			
	2026	16AUG	TH	FA	757	ATL	FLL	D		0955	1152	0202	0202*	0000	0000	0000			
	2326	17AUG	FR	FA	75X	FLL	ATL	D	0800	0855	1038	0145	0145*	0000	0000	0000			
	1017	17AUG	FR	FA	738	ATL	DEN	D		1256	1358	0311	0311*	0000	0000	0000			
	0813	17AUG	FR	FA	738	DEN	LGA	D		1515	2147	0432*	0345	0000	0000	0000	4102	0000	
																1350			
3636	1063	19AUG	SU	FA	75E	JFK	LAX	D	1200	1257	1547	0604	0604*	0000	0000	0000			
	1568	19AUG	SU	FA	738	LAX	MSP	D		1813	2355	0342*	0327	0000	0000	0000			
	1605	20AUG	MC	FA	M9K	MSP	SFO	D	1840	1936	2122	0410	0410*	0000	0000	0000			
	2340	20AUG	MC	FA	75E	SFO	JFK	D		2310	0729	0524	0524*	0000	0000	0000	4344	0000	
																1920			

CONFIDENTIAL

DELTA 002306

Pay Period: 2012 AUG	Employee ID: 0417383	Employee Name: OMAN, DEV ANAND	Base: NYC	Page 2 of 2	
HOURS CREDITED FOR PAY PURPOSES		PAY SUMMARY	DESCRIPTION	HOURS	RATE
		FOR CURRENT MONTH	ON CHECK		AMOUNT PAID
REGULAR FLYING	78:29	CURRENT MONTH PAY	CURMONPAY	45:00	39.97 1,798.66
		FLIGHT PAY (AUG)	F/A PAY	33:30	39.97 1,339.00
TOTAL HOURS CREDITED	78:29			-----	
		TOTAL HOURS PAID		78:30	
(FLIGHT PAY	33:29)				
		INTERNATIONAL PAY	INTL PAY	11:38	14.56
		NON LAYOVER MEALS - TAXABLE	NLCMLWH	28:18	56.60
		LAYOVER MEALS - NON TAXABLE	LOMLNOWH	174:02	348.08
		ON BOARD LEADER PAY	ONBOARD LD	45:11	121.98
		TOTAL AMOUNT PAID			3,678.88

ADDITIONAL COMMENTS/REMARKS

-
1. Any adjustments made after payroll has closed out may require a manual check to be issued. These manual checks and/or adjustments may not be viewable on MAPS. Refer to MOTS and Employee Self Service E-PAY for further details.
 2. If you have flown under 45 hours, a manual check transaction may be required to display a zero paycheck. Since this process only occurs after payroll has processed, there may be a delay in viewing these details in Employee Self Service E-Pay (ESS). Please allow 15 days to see these changes in ESS. These adjustments will not be viewable on the summary portion in MAPS.
 3. Follow these steps to calculate what you were paid for the pay period:
Example 71:39
 - a. Take minutes flown and divide by 60. For example, 39 minutes / 60 minutes = .65 (fraction). Converted time = 71.65
 - b. Next take the converted time multiplied by your pay rate for total dollars paid. 71.65 x \$45.75/hr = \$ 3,277.99
 4. Vacation and PPT balances should be viewed in eCrew/iCrew.
 5. Contact 800-MY-DELTA with any questions.
-

Pay Period: 2013 APR				Employee ID: 0417383				Employee Name: OMAN, DEV ANAND								Base: NYC		Page 1 of 2	
ROT NO.	FLIGHT NUMBER	DATE	DY	POS	EQT	SEGMENT	FROM	TO	D/ REPT	BLOCK	BLOCK	ACTL	SCHD/MKT	DUTY	THC/ TOTAL	HOLD	PER-DIEM	MISC	
						I	TIME	OUT	IN	TIME	TIME	CRED	TIME	TIME	DOM	INTL	PAY		
1029	0126	05APR	FR	FA	76D	JFK	MAD	I	1800	1925	0832	0745	0745*	0000	0000	0000	4332		
	0127	07APR	SU	FA	76D	MAD	JFK	I	0930	1053	1317	0824*	0820	0000	0000	0000	1609		
5617	0395	09APR	TU	OB	73W	JFK	BOG	I	1520	1645	2137	0619	0619*	0000	0000	0000			
	0396	10APR	WE	OB	73W	BOG	JFK	I	2208	2307	0606	0559*	0555	0000	0000	0000	3901 0000		
Q078	0026	11APR	TH	FA	7ER	JFK	ACC	I	2105	2232	1219	1030	1030*	0000	0000	0000			
	0027	14APR	SU	FA	7ER	ACC	JFK	I	2040	2224	0504	1115	1115*	0000	0120	0000	0000 6014		
																	2305		
5340-02	2219	17APR	WE	FA	319	LGA	MSP	D	1035	1126	1402	0336*	0308	0000	0000	0000			
	2371	17APR	WE	FA	320	MSP	SME	D		1733	1924	0355	0355*	0000	0000	0000			
	2162	18APR	TH	FA	320	SMF	SLC	D	0500	0600	0830	0138	0138*	0000	0000	0000			
	2389	18APR	TH	FA	320	SLC	SMF	D		1109	1153	0152	0152*	0010	0000	0000			
	2162	19APR	FR	FA	320	SMF	SLC	D	0500	0555	0827	0138	0138*	0000	0000	0000			
	219C	19APR	FR	FAD	75X	SLC	JFK	D		1123	1818	0455	0455*	0000	0000	0000	5628 0000		
																	1744		
5043	2175	20APR	SA	OB	320	LGA	MIA	D	1329	1427	1804	0337*	C310	0000	0000	0000			
	1352	20APR	SA	OB	320	MIA	LGA	D		1844	2118	0307	C307*	0000	0000	0000	0804 0000		
																	0644		
Q079	0026	23APR	TU	FA	7ER	JFK	ACC	I	2105	2221	1209	1030	1030*	0000	0000	0000			
	25APR	TH	FA	7ER	ACC	ROB	ROB	I	1255	1425	1615	0205	C205*	0000	0000	0000			
	0027	25APR	TH	FA	7ER	ROB	ACC	I		1808	2010	0205	C205*	0000	0000	0000			
	26APR	FR	FA	7ER	ACC	JFK	I	2040	2205	0509	1115	1115*	0000	0000	0000	8019			
																	2725A		

HOURS CREDITED FOR PAY PURPOSES				PAY SUMMARY				DESCRIPTION				HOURS		RATE		AMOUNT
				FOR CURRENT MONTH				ON CHECK								PAID
REGULAR FLYING				CURRENT MONTH PAY				CURMONPAY				23:00		41.57		956.12
				FLIGHT PAY (APR)				F/A PAY				80:26		41.57		3,343.90
TOTAL HOURS CREDITED				TOTAL HOURS PAID								-----				
(FLIGHT PAY				103:25				103:26								

(FLIGHT PAY 80:25)

CONFIDENTIAL

DELTA 002308

Pay Period: 2013 APR	Employee ID: 0417383	Employee Name: OMAN, DEV ANAND	Base: NYC	Page 2 of 2	
		INTERNATIONAL PAY	TNTL PAY	78:58	1.25
		NON LAYOVER MEALS - TAXABLE	NLOMLWH	8:04	2.10
		LAYOVER MEALS - NON TAXABLE	LOMLNOWH	95:30	2.10
		INTL LAYOVER MEALS - NON TAXABLE	INTLNOWH	204:06	2.60
		ON BOARD LEADER PAY	ONBOARD LD	19:02	51.42
		TOTAL AMOUNT PAID			5,198.28

ADDITIONAL COMMENTS/REMARKS

-
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 2. If you have flown under 45 hours, a manual check transaction may be required to display a zero paycheck. Since this process only occurs after payroll has processed, there may be a delay in viewing these details in Employee Self Service E-Pay (ESS). Please allow 15 days to see these changes in ESS. These adjustments will not be viewable on the summary portion in MAPS.
 3. Follow these steps to calculate what you were paid for the pay period:
Example 71:39
 - a. Take minutes flown and divide by 60. For example, 39 minutes / 60 minutes = .65 (fraction). Converted time = 71.65
 - b. Next take the converted time multiplied by your pay rate for total dollars paid. $71.65 \times \$45.75/\text{hr} = \$ 3,277.99$
 4. Vacation and PPT balances should be viewed in eCrew/iCrew.
 5. Contact 800-MY-DELTA with any questions.
-

MONTHLY ACTIVITY PAY STATEMENT FOR PERIOD ENDING MAY 1, 2013

Payroll Close Date & Time: 08 MAY 13 11:08

Pay Period: 2014 JAN				Employee ID: 0417383			Employee Name: OMAN, DEV ANAND							Base: NYC		Page 1 of 2		
ROT NO.	FLIGHT NUMBER	DATE	DY	POS	EQT	SEGMENT FROM	D/	REPT	BLOCK	BLOCK	ACTL	SCHD/MKT	DUTY	THC/ TOTAL	HOLD	PER-DIEM	MISC PAY	
3728	0424	16JAN	TH	OB	738	JFK	A	0510	0606	0835	0240	0240*	0000	0000	0000			
	2350	17JAN	FR	OB	738	ATL	J	0725	0827	1023	0204	0204*	0000	0000	0000			
	0432	17JAN	FR	OB	75E	JFK	S	0	1300	1623	0636	0636*	0000	0000	0000			
	1859	18JAN	SA	OB	75E	SFO	J	0545	0639	1516	0537*	0521	0000	0000	0000	5821 0000		
																1657		
5427	1619	22JAN	WE	FA	320	LGA	M	SP	D	1522	1645	1830	0317	0317*	0000	0000	0000	
	0956	22JAN	WE	FA	320	MSP	F	SD	D	1947	2045	0104	0104*	0000	0000	0000		
	2566	23JAN	TH	FA	320	FSD	M	SP	D	0700	0755	0911	0116*	0109	0000	0000	0000	
	1051	23JAN	TH	FA	319	MSP	B	IL	D	1157	1243	0212	0212*	0000	0000	0000		
		23JAN	TH	FA	319	BIL	M	SP	D	1323	1625	0202*	0155	0000	0000	0000		
	1727	23JAN	TH	FA	M88	MSP	M	EM	D	1728	1926	0205	0205*	0000	0000	0000		
	1707	24JAN	FR	FA	M88	MEM	M	SP	D	1325	1420	1647	0227*	0207	0000	0000		
	1596	24JAN	FR	FA	M88	MSP	L	GA	D	2213	0130	0239	0239*	0034	0000	0000	5823 0000	
																1736		
1057	0416	25JAN	SA	FA	75E	JFK	DKR	I	2001	2225	1210	0845*	0734	0000	0000	0000		
	0217	27JAN	MO	FA	75E	DKR	J	FK	I	0045	0206	0559	0910	0910*	0000	0000	0000	3413
																1755		
HOURS CREDITED FOR PAY PURPOSES				PAY SUMMARY					DESCRIPTION			HOURS		RATE		AMOUNT		
REGULAR FLYING				FOR CURRENT MONTH					ON CHECK							PAID		
				CURRENT MONTH PAY					CURMONPAY			45:00		43.55		1,959.76		
				FLIGHT PAY (JAN)					F/A PAY			7:28		43.55		324.88		
TOTAL HOURS CREDITED												-----						
(FLIGHT PAY				TOTAL HOURS PAID								52:28						
				7:28)					INTERNATIONAL PAY			INTL PAY		17:56		1.25		
				INTERNATIONAL PAY					INTL PAY			17:56		1.25		22.42		
				LAYOVER MEALS - NON TAXABLE					LMLNOWNH			116:44		2.20		256.82		
				INTL LAYOVER MEALS - NON TAXABLE					INTLNOWNH			34:14		2.70		92.44		
				ON BOARD LEADER PAY					ONBOARD LD			16:59				45.84		
				TOTAL AMOUNT PAID												2,702.16		
CONFIDENTIAL																DELTA 002310		

Pay Period: 2014 JAN

Employee ID: 0417383

Employee Name: OMAN, DEV ANAND

Base: NYC

Page 2 of 2

ADDITIONAL COMMENTS/REMARKS

-
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 - b. Next take the converted time multiplied by your pay rate for total dollars paid. 71.65 x \$45.75/hr = \$ 3,277.99
 4. Vacation and PPT balances should be viewed in eCrew/iCrew.
 5. Contact 800-MY-DELTA with any questions.
-

MONTHLY ACTIVITY PAY STATEMENT FOR PERIOD ENDING JANUARY 30, 2014

Payroll Close Date & Time: 06 FEB 14 18:07

CONFIDENTIAL

DELTA 002311

Pay Period: 2014 FEB				Employee ID: 0417383				Employee Name: OMAN, DEV ANAND								Base: NYC		Page 1 of 3		
ROT NO.	FLIGHT NUMBER	DATE	DY	POS	EQT	SEGMENT	FROM	TO	D/	REPT	BLOCK	BLOCK	ACTL	SCHD/MKT	DUTY	THC/ TOTAL	HOLD	PER-DIEM	MISC	
									I	TIME	OUT	IN	TIME	TIME	CRED	TIME	DOM	INTL	PAY	
5115	2119	02FEB	SU	CB	320	LGA	MSP		D	0730	0830	1038	0311	0311*	0000	0000	0000			
	C794	03FEB	MO	CB	320	MSP	SLC		D	0800	0855	1034	0254	0254*	0000	0000	0000			
	1268	03FEB	MO	CB	319	SLC	DEN		D		1344	1522	0138*	0124	0000	0000	0000	0000		
	1794	03FEB	MO	CB	319	DEN	LGA		D		1616	2143	0333	0333*	0000	0000	0000	3828	0000	
																			1116	
QC24	0400	05FEB	WE	FA	76D	JFK	CDG	I	1729	1900	0735	0736	0736*	0000	0000	0000				
	0185	07FEB	FR	FA	76D	CDG	JFK	I	0910	1039	1323	0844*	0837	0000	0000	0000	0000	4409		
																			1620	
3803-02	0469	10FEB	MO	FA	75E	JFK	SFO	D	0900	0957	1340	0643*	0635	0000	0000	0000				
	0240	11FEB	TU	FA	739	SFO	ATL	D	0500	0558	1322	0432	0432*	0000	0000	0000				
	2376	11FEB	TU	FA	M9C	ATL	TPA	D		1819	1932	0130	0130*	0000	0000	0000				
	1192	12FEB	WE	FAD	M88	TPA	JFK	D	1350	1545	1808	0240	0240*	0000	0059	0000	5708	0000		
																			1624G	
2109	0472	14FEB	FR	FA	76Z	JFK	LAX	D	0600	0800	1114	0635	0635*	0000	0000	0000				
	0476	15FEB	SA	FA	76G	LAX	JFK	D	0545	0734	1602	0528*	0517	0000	0000	0000	3417	0000		
																			1203	
2110	0472	16FEB	SU	FA	76Z	JFK	LAX	D	0600	0919	1303	0644*	0632	0000	0000	0219				
	0476	17FEB	MO	FA	76Z	LAX	JFK	D	0545	0646	1527	0541*	0519	0000	0000	0000	3348	0000		
																			1225	
Q077	0478	18FEB	TU	FA	76G	JFK	ACC	I	1927	2204	1304	1000*	0958	0000	0000	0000				
		21FEB	FR	FA	76Z	ACC	ROB	I	1145	1307	1517	0210*	0205	0000	0000	0000				
	0479	21FEB	FR	FA	76Z	ROB	ACC	I		1012	1953	0200	0200*	0000	0000	0000				
		22FEB	SA	FA	76G	ACC	JFK	I	2040	2208	0439	1144	1144*	0000	0417	0000	0000	10527		
																			3011A	
-1106	0478	28FEB	FR	FA	76G	JFK	JFK	I	1927	2103	2133	0030*	0000	0000	0000	0000				
		28FEB	FR	FA	76G	JFK	ACC	I		2200	1253	0958	0958*	0000	0000	0000	0000	2833		
																			1028	

ROTATION/A-DAY GUARANTEE

-----GUARANTEE-----	-----ACTUAL-----	ROTATION/	LANGUAGE OF	ON-BOARD	INTERNATIONAL		
ROTATION/ STATUS CODE	DATE HRS	ROTATION/ STATUS CODE	DATE HRS	A-DAY GUARANTEE	DESTINATION TIME	LEADER TIME	TIME

CONFIDENTIAL

DELTA 002312

Pay Period: 2014 FEB		Employee ID: 0417383		Employee Name: OMAN, DEV ANAND				Base: NYC	Page 2 of 3
3803	10FEB	1641	3803-02	10FEB	1624	0017	0000	0000	
Q077	18FEB	3141	Q077	18FEB	3011	0130	0000	0001	
	----			----	----	----	----	----	
	4822			4635	0147	0000	0000	0001	
HOURS CREDITED FOR PAY PURPOSES				PAY SUMMARY		DESCRIPTION		HOURS	RATE
				FOR CURRENT MONTH		ON CHECK			AMOUNT PAID
REGULAR FLYING		109:07		CURRENT MONTH PAY		CURMONPAY		45:00	43.55 1,959.75
ROTATION GUARANTEE		1:47		FLIGHT PAY (FEB)		F/A PAY		65:54	43.55 2,869.94
TOTAL HOURS CREDITED		110:54		TOTAL HOURS PAID		110:54			
(FLIGHT PAY		65:54)		INTERNATIONAL PAY		INTL PAY		58:30	1.25 73.12
				HOLDING PAY		HOLDING		2:20	15.00 35.10
				LAYOVER MEALS - NON TAXABLE		LCMINNOWH		163:42	2.20 360.14
				INTL LAYOVER MEALS - NON TAXABLE		INTLNOWH		178:10	2.70 481.04
				ON BOARD LEADER PAY		ONBOARD LD		11:16	30.40
				TOTAL AMOUNT PAID		5,809.50			

ADDITIONAL COMMENTS/REMARKS

-
1. Any adjustments made after payroll has closed out may require a manual check to be issued. These manual checks and/or adjustments may not be viewable on MAPS. Refer to MOTS and Employee Self Service E-PAY for further details.
 2. If you have flown under 45 hours, a manual check transaction may be required to display a zero paycheck. Since this process only occurs after payroll has processed, there may be a delay in viewing these details in Employee Self Service E-Pay (ESS). Please allow 15 days to see these changes in ESS. These adjustments will not be viewable on the summary portion in MAPS.
 3. Follow these steps to calculate what you were paid for the pay period:
Example 71:39
 - a. Take minutes flown and divide by 60. For example, 39 minutes / 60 minutes = .65 (fraction). Converted time = 71.65
 - b. Next take the converted time multiplied by your pay rate for total dollars paid. 71.65 x \$45.75/hr = \$ 3,277.99
 4. Vacation and PPT balances should be viewed in eCrew/iCrew.
 5. Contact 800-MY-DELTA with any questions.

CONFIDENTIAL**DELTA 002313**

Pay Period: 2014 FEB

Employee ID: 0417383

Employee Name: OMAN, DEV ANAND

Base: NYC

Page 3 of 3

MONTHLY ACTIVITY PAY STATEMENT FOR PERIOD ENDING MARCH 1, 2014

Payroll Close Date & Time: 06 MAR 14 18:53

ROTATION/A-DAY GUARANTEE

-----GUARANTEE-----			-----ACTUAL-----			ROTATION/	LANGUAGE OF	ON-BOARD	INTERNATIONAL
ROTATION/	DATE	HRS	ROTATION/	DATE	HRS	A-DAY	DESTINATION	LEADER	TIME
STATUS CODE			STATUS CODE			GUARANTEE	TIME	TIME	TIME
1067	08APR	3124	1067	08APR	2954	0130	0000	0000	0000
						-----	-----	-----	-----
		3124			2954	0130	0000	0000	0000

HOURS CREDITED FOR PAY PURPOSES	PAY SUMMARY	DESCRIPTION	HOURS	RATE	AMOUNT
	FOR CURRENT MONTH	ON CHECK			PAID

CONFIDENTIAL

PAY PERIOD: 2014 APR	EMPLOYEE ID: 0417383	EMPLOYEE NAME: OMAN, DEV ANAND	BASE: NYC	Page 2 of 2	
REGULAR FLYING	76:05	CURRENT MONTH PAY	CURMONPAY	45:00	44.86 2,018.70
UFS	11:43	FLIGHT PAY (APR)	P/A PAY	44:18	44.86 1,987.30
ROTATION GUARANTEE	1:30			-----	
		TOTAL HOURS PAID		89:18	
TOTAL HOURS CREDITED	89:18				
		INTERNATIONAL PAY	INTL PAY	55:26	1.25 69.30
(FLIGHT PAY	44:18)	NON LAYOVER MEALS - TAXABLE	NLOMLWH	22:52	2.20 50.30
		LAYOVER MEALS - NON TAXABLE	LOMLNOWH	60:36	2.20 133.32
		INTL LAYOVER MEALS - NON TAXABLE	INTLNOWH	104:40	2.70 282.58
		ON BOARD LEADER PAY	ONBOARD LD	31:00	83.70
		TRAINING PAY	TRAIN FLT		50.00
		TOTAL AMOUNT PAID			4,675.20

ADDITIONAL COMMENTS/REMARKS

-
1. Any adjustments made after payroll has closed out may require a manual check to be issued. These manual checks and/or adjustments may not be viewable on MAPS. Refer to MOTS and Employee Self Service E-PAY for further details.
 2. If you have flown under 45 hours, a manual check transaction may be required to display a zero paycheck. Since this process only occurs after payroll has processed, there may be a delay in viewing these details in Employee Self Service E-Pay (ESS). Please allow 15 days to see these changes in ESS. These adjustments will not be viewable on the summary portion in MAPS.
 3. Follow these steps to calculate what you were paid for the pay period:
Example 71:39
 - a. Take minutes flown and divide by 60. For example, 39 minutes / 60 minutes = .65 (fraction). Converted time = 71.65
 - b. Next take the converted time multiplied by your pay rate for total dollars paid. 71.65 x \$45.75/hr = \$ 3,277.99
 4. Vacation and PPT balances should be viewed in eCrew/iCrew.
 5. Contact 800-MY-DELTA with any questions.
-

Pay Period: 2014 JUN				Employee ID: 0417383				Employee Name: OMAN, DEV ANAND								Base: NYC		Page 1 of 3		
ROT NO.	FLIGHT NUMBER	DATE	DY	POS	EQT	SEGMENT FROM	TO	D/	REPT	BLOCK	BLOCK	ACTL	SCHD/MKT	DUTY	THC/ TOTAL	HOLD	PER-DIEM	MISC PAY		
		03JUN	TU	MEXP	MEAL EXPENSE													15.00		
		03JUN	TU	CSFB	TVL & HOTEL-CQ-SLC-FE 1 DAY													50.00		
		04JUN	WE	MEXP	MEAL EXPENSE													25.00		
		04JUN	WE	CBT	COMPUTER BASED TRAINING													80.00		
		04JUN	WE	CSIG	CQ - SLC - DAY 1 - SESSION G															
		05JUN	TH	MEXP	MEAL EXPENSE													15.00		
		05JUN	TH	CSBB	TRAVEL & HOTEL - CQ - SLC - BE													50.00		
3780-02	2366	06JUN	FR	OB	738	JFK	MSP	D	1730	1912	2111	0328	0328*	0000	0000	0000				
	1785	06JUN	FR	OB	M90	MSP	FSD	D		2218	2308	0059	0059*	0018	0000	0000				
	0689	07JUN	SA	OBD	319	FSD	MSP	D	1015	1108	1222	0114	0114*	0000	0000	0000				
	1271	07JUN	SA	OBD	320	MSP	JFK	D		1339	1744	0305	0305*	0000	0000	0000	2414	0000		
																		0904G		
3725	0442	08JUN	SU	FA	75E	JFK	SEA	D	1420	1515	1835	0631	0631*	0000	0000	0000				
	2115	09JUN	MO	FA	75E	SEA	JFK	D	0600	0718	1548	0530*	0516	0000	0000	0000	2543	0000		
																		1201		
0320	5901	12JUN	TH	FAD	OFFLINE	LGA	DCA	D	0440	0540	0654	0114	0114*	0000	0000	0000				
	2359	12JUN	TH	FA	75X	DCA	SLC	D		0750	1015	0437	0437*	0000	0000	0000				
	0444	12JUN	TH	FAD	75X	SLC	JFK	D		1104	1734	0437	0437*	0000	0000	0000	1339	0000		
																		1028G		
2102	0420	13JUN	FR	FA	76Z	JFK	LAX	D	0715	0811	1124	0613*	0603	0000	0000	0000				
	0995	13JUN	FR	FA	76Z	LAX	JFK	D		1222	2136	0614*	0535	0000	0000	0000	1436	0000		
																		1227G		
Q083	0478	15JUN	SU	FA	76Z	JFK	ACC	I	2125	2316	1307	1035	1035*	0000	0000	0000				
	0479	18JUN	WE	FA	76Z	ACC	JFK	I	2055	2248	0506	1050	1050*	0000	0134	0000	0000	7956		
		23JUN	MO	VAC	VACATION DAY													2259		

ROTATION/A-DAY GUARANTEE

-----GUARANTEE-----			-----ACTUAL-----			ROTATION/		LANGUAGE OF		ON-BOARD	INTERNATIONAL
ROTATION/ STATUS CODE	DATE	HRS	ROTATION/ STATUS CODE	DATE	HRS	A-DAY	DESTINATION	TIME	LEADER	TIME	
3780	06JUN	1334	3780-02	06JUN	0904	0430		0000	1217	0000	

CONFIDENTIAL**DELTA 002317**

Pay Period: 2014 JUN		Employee ID: 0417383		Employee Name: OMAN, DEV ANAND				Base: NYC	Page 2 of 3
ADY1		11JUN	0445	ADYX	11JUN	0000	0445	0000	0000
----		----	----	----	----	----	----	----	----
1819					0904	0915	0000	1217	0000
HOURS CREDITED FOR PAY PURPOSES				PAY SUMMARY		DESCRIPTION		HOURS	RATE
				FOR CURRENT MONTH		ON CHECK			AMOUNT PAID
REGULAR FLYING		66:59		CURRENT MONTH PAY		CURMONPAY		45:00	44.86
CSIG		3:45		FLIGHT PAY (JUN)		F/A PAY		57:44	44.86
VAC		22:45				-----			
A-DAY GUARANTEE		4:45		TOTAL HOURS PAID		102:44			
ROTATION GUARANTEE		4:30		INTERNATIONAL PAY		INTL PAY		23:00	1.25
TOTAL HOURS CREDITED		102:44		NON LAYOVER MEALS - TAXABLE		NLOMLWH		28:16	2.20
(FLIGHT PAY		57:44)		CREW COMPENSATION		CREW COMP		6:14	7.25
				LAYOVER MEALS - NON TAXABLE		LCMLNWH		49:58	2.20
				INTL LAYOVER MEALS - NON TAXABLE		INCLNWH		79:56	2.70
				ON BOARD LEADER PAY		ONBOARD LD		12:18	33.20
				MISCELLANEOUS PAY		MISC			55.00
				TRAINING PAY		TRAIN FLT			180.00
				TOTAL AMOUNT PAID		5,339.06			

ADDITIONAL COMMENTS/REMARKS

-
1. Any adjustments made after payroll has closed out may require a manual check to be issued. These manual checks and/or adjustments may not be viewable on MAPS. Refer to MOTS and Employee Self Service E-PAY for further details.
 2. If you have flown under 45 hours, a manual check transaction may be required to display a zero paycheck. Since this process only occurs after payroll has processed, there may be a delay in viewing these details in Employee Self Service E-Pay (ESS). Please allow 15 days to see these changes in ESS. These adjustments will not be viewable on the summary portion in MAPS.

CONFIDENTIAL**DELTA 002318**

Pay Period: 2014 JUN

Employee ID: 0417383

Employee Name: OMAN, DEV ANAND

Base: NYC

Page 3 of 3

3. Follow these steps to calculate what you were paid for the pay period:

Example 71:39

a. Take minutes flown and divide by 60. For example, 39 minutes / 60 minutes = .65 (fraction). Converted time = 71.65

b. Next take the converted time multiplied by your pay rate for total dollars paid. 71.65 x \$45.75/hr = \$ 3,277.99

4. Vacation and PPT balances should be viewed in eCrew/iCrew.

5. Contact 800-MY-DELTA with any questions.

MONTHLY ACTIVITY PAY STATEMENT FOR PERIOD ENDING JULY 1, 2014

Payroll Close Date & Time: 07 JUL 14 20:13

Pay Period: 2014 JUL				Employee ID: 0417383				Employee Name: OMAN, DEV ANAND						Base: NYC		Page 1 of 2														
ROT NO.	FLIGHT NUMBER	DATE	DY	POS	EQT	SEGMENT FROM	TO	D/ REPT	BLOCK	BLOCK	ACTL	SCHD/MKT	DUTY	THC/ TOTAL	HOLD	PER-DIEM	MISC PAY													
		07JUL	MO	UFS	FAMILY LEAVE SICK						1415																			
2108	0424	16JUL	WE	FA	762	JFK	LAK	D 0600	0702	1007	0610	0610*	0000	0000	0000															
	0476	17JUL	TH	FA	76L	LAX	JFK	D 0540	0639	1506	0529	0529*	0000	0000	0000	3321	0000													
														1139																
3804	2365	19JUL	SA	OB	738	JFK	SJU	I 0600	0659	1045	0350	0350*	0055	0000	0000															
	0326	20JUL	SU	OB	738	SJU	JFK	I 0713	0808	1151	0347	0347*	0000	0000	0000															
	0491	20JUL	SU	OB	738	JFK	SDQ	I	1429	1816	0353	0353*	0000	0000	0000															
	0496	21JUL	MO	OB	738	SDQ	JFK	I 0712	0808	1142	0348	0348*	0057	0000	0000	5357	0000													
														1710																
1043	0416	22JUL	TU	FA	75E	JFK	DKR	I 2002	2206	1004	0813	0813*	0000	0000	0000															
	0217	25JUL	FR	FA	75E	DKR	JFK	I 0950	1203	1612	0811	0811*	0000	0309	0000	6825														
														1933																
		29JUL	TU	2SCB	2ND QUARTER CPT - 2014												55.00													
HOURS CREDITED FOR PAY PURPOSES				PAY SUMMARY				DESCRIPTION				HOURS		RATE		AMOUNT														
				FOR CURRENT MONTH				ON CHECK						PAID																
REGULAR FLYING				48:22				CURRENT MONTH PAY				CURMONPAY		45:00		44.86		2,018.70												
UFS				14:15				FLIGHT PAY (JUL)				F/A PAY		17:38		44.86		791.34												
TOTAL HOURS CREDITED				62:37				TOTAL HOURS PAID				62:38																		
(FLIGHT PAY				17:37)				INTERNATIONAL PAY				INTL PAY		34:52		1.25		43.58												
								LAYOVER MEALS - NON TAXABLE				LOMLNOWH		87:18		2.20		192.06												
								INTL LAYOVER MEALS - NON TAXABLE				INTLNOWH		68:26		2.70		164.78												
								ON BOARD LEADER PAY				ONBOARD LD		15:20		41.42														
								TRAINING PAY				TRAIN FILT				55.00														
																3,326.88														
																DELTA 002320														

CONFIDENTIAL

Pay Period: 2014 JUL

Employee ID: 0417383

Employee Name: OMAN, DEV ANAND

Base: NYC

Page 2 of 2

ADDITIONAL COMMENTS/REMARKS

-
1. Any adjustments made after payroll has closed out may require a manual check to be issued. These manual checks and/or adjustments may not be viewable on MAPS. Refer to MOTS and Employee Self Service E-PAY for further details.
 2. If you have flown under 45 hours, a manual check transaction may be required to display a zero paycheck. Since this process only occurs after payroll has processed, there may be a delay in viewing these details in Employee Self Service E-Pay (ESS). Please allow 15 days to see these changes in ESS. These adjustments will not be viewable on the summary portion in MAPS.
 3. Follow these steps to calculate what you were paid for the pay period:
Example 71:39
 - a. Take minutes flown and divide by 60. For example, 39 minutes / 60 minutes = .65 (fraction). Converted time = 71.65
 - b. Next take the converted time multiplied by your pay rate for total dollars paid. 71.65 x \$45.75/hr = \$ 3,277.99
 4. Vacation and PPT balances should be viewed in eCrew/iCrew.
 5. Contact 800-MY-DELTA with any questions.
-

MONTHLY ACTIVITY PAY STATEMENT FOR PERIOD ENDING JULY 31, 2014

Payroll Close Date & Time: 07 AUG 14 17:52

CONFIDENTIAL

DELTA 002321

Pay Period: 2014 AUG				Employee ID: 0417383				Employee Name: OMAN, DEV ANAND							Base: NYC		Page 1 of 2		
ROT NO.	FLIGHT NUMBER	DATE	DY	POS	EQT	SEGMENT	FROM	TO	D/ REPT	BLOCK	BLOCK	ACTL	SCHED/MKT	DUTY	THC/ CRED	HOLD TOTAL	PER-DIEM	MISC PAY	
3710	0451	03AUG	SU	OB	738	JFK	STI	I	1255	1409	1833	0424*	0348	0021	0000	0000			
	0546	04AUG	MO	OB	738	STI	JFK	I	0500	0641	1013	0333	0333*	0112	0000	0000	2133	0000	
															0930				
3848	0453	06AUG	WE	OB	738	JFK	STI	I	2244	0050	0442	0352*	0336	0053	0000	0051			
	0556	06AUG	WE	OB	738	STI	JFK	I	1758	1859	2223	0338	0338*	0107	0000	0000	2354	0000	
															0930				
3722	0486	07AUG	TH	OB	75E	JFK	SFO	D	1330	1444	1803	0640	0640*	0000	0000	0000			
	2240	08AUG	FR	OB	75E	SFO	JFK	D	2015	2111	0541	0530*	0525	0000	0000	0000	4026	0000	
															1210				
3730	0442	10AUG	SC	OB	75E	JFK	SEA	D	1425	1522	1824	0631	0631*	0000	0000	0000			
	2588	11AUG	MO	OB	75E	SEA	JFK	D	0600	0656	1533	0537*	0517	0000	0000	0000	2523	0000	
															1208				
3866	2365	15AUG	FR	OB	738	JFK	SJU	I	0600	0710	1108	0358*	0354	0047	0000	0000			
	0326	16AUG	SA	OB	738	SJU	JFK	I	0712	0805	1150	0347	0347*	0000	0000	0000			
	0491	16AUG	SA	OB	738	JFK	SDQ	I		1352	1747	0355*	0353	0000	0000	0000			
	0496	17AUG	SU	OB	738	SDQ	JFK	I	0712	0810	1148	0348	0348*	0057	0000	0000	5403	0000	
															1712				
HOURS CREDITED FOR PAY PURPOSES				PAY SUMMARY							DESCRIPTION			HOURS		RATE		AMOUNT	
				FOR CURRENT MONTH							ON CHECK					PAID			
REGULAR FLYING				60:30							CURRENT MONTH PAY			22:30		51.46		1,157.85	
											ADJ FOR CURRENT MONTH PAY			22:30		51.46		1,157.85	
TOTAL HOURS CREDITED				60:30							FLIGHT PAY (AUG)			15:30		51.46		797.64	
(FLIGHT PAY				38:00)							TOTAL HOURS PAID			60:30					
											INTERNATIONAL PAY			INTL PAY		30:56		1.25	38.68
											HOLDING PAY			HOLDING		0:52		15.00	12.90
											CREW COMPENSATION			CREW COMP		6:32		7.25	47.42
CONFIDENTIAL																DELTA 002322			

Pay Period: 2014 AUG	Employee ID: 0417383	Employee Name: OMAN, DEV ANAND	Base: NYC	Page 2 of 2
	LAYOVER MEALS - NON TAXABLE	LOMLNOWH	165:20	2.20
	ON BOARD LEADER PAY	ONBOARD LD	55:14	149.14
	TOTAL AMOUNT PAID			3,725.22

ADDITIONAL COMMENTS/REMARKS

-
1. Any adjustments made after payroll has closed out may require a manual check to be issued. These manual checks and/or adjustments may not be viewable on MAPS. Refer to MOTS and Employee Self Service E-PAY for further details.
 2. If you have flown under 45 hours, a manual check transaction may be required to display a zero paycheck. Since this process only occurs after payroll has processed, there may be a delay in viewing these details in Employee Self Service E-Pay (ESS). Please allow 15 days to see these changes in ESS. These adjustments will not be viewable on the summary portion in MAPS.
 3. Follow these steps to calculate what you were paid for the pay period:
Example 71:39
 - a. Take minutes flown and divide by 60. For example, 39 minutes / 60 minutes = .65 (fraction). Converted time = 71.65
 - b. Next take the converted time multiplied by your pay rate for total dollars paid. 71.65 x \$45.75/hr = \$ 3,277.99
 4. Vacation and PFT balances should be viewed in eCrew/iCrew.
 5. Contact 800-MY-DELTA with any questions.
-

MONTHLY ACTIVITY PAY STATEMENT FOR PERIOD ENDING AUGUST 30, 2014

Payroll Close Date & Time: 05 SEP 14 17:29